RAILROAD

MARCH, 1967 MAGAZINE 50¢

Steam Power Today in Mexico and Central America

B. THOMAS WALSH

Locomotives Built by Canadian Pacific

OMER LAVALLEE

Must I Lose My Hair

TODAY about 15,000,000 Americans are bald or getting bald. Yet many of them need not have lost their hair, or continue to lose it. If baldness cannot be cured, at least in many cases it can be prevented. In fact, we have been doing just that for 20 years.

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If you are worried about getting bald, if you are seriously interested in preventing it, order Ward's Formula now. You have nothing to lose. You take no risk. If Ward's does not bring you the same results it has brought to so many thousands of other customers, you get **double your money back** on return of empty bottle. What could be fairer?

Hair loss does not stop by itself. It has to be stopped. Take the first step toward stopping it by filling out and mailing the coupon now.

H. H. Ward & Co., Inc., 19 West 44 Street, N. Y. 36, N. Y. © 1966

Doctors and hospitals can obtain professional samples of Ward's Formula on written request.

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By Men and Women Over the USA

I must admit I didn't have much faith in it, but I hadn't been using Ward's one week before I could see it was helping me. I could feel my hair getting thicker.
E. K., Cleveland, Ohio

Out of all the Hair Experts I went to, I've gotten the *most* help from one bottle of Ward's Formula.
C. La M., Philadelphia, Pa.

After using Ward's for only 12 days, my hair has stopped falling out. *R. W. C., Cicero, Ill.*

I am tickled to death with the results. In just two weeks' time—*no dandruff!* *W. T. W., Portola, Cal.*

I feel encouraged to say that the infuriating scalp itch which has bothered me for 5 years is now gone. *J. M. K., Columbus, Ohio*

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

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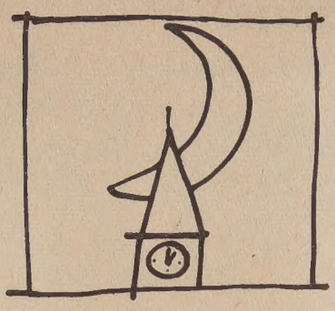

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ILLUSTRATED FEATURES

Steam Power South of the Border ..... Tom Walsh 17
Interesting Railfans No. 51: Thomas C. Shedd 34
CPR Built 1,056 Locomotives ..... Omer Lavallee 38

FICTION

A Man's Job ..... Bill Parry *(CNR engineer)* 48

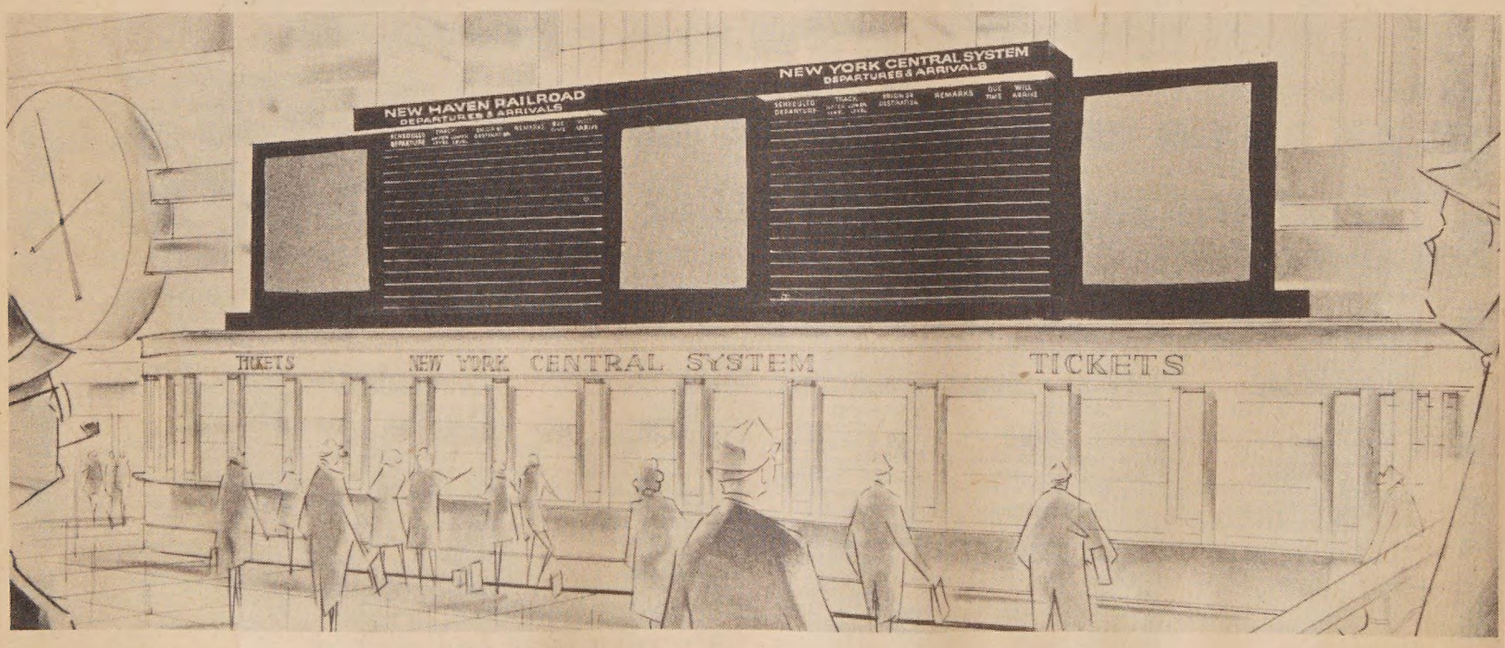
SHORT HAULS

Along the Iron Pike *(pictorial)* ..... Joseph Easley 33
Exit *Phoebe Snow* 58
The *Zephyr* Problem ..... Arthur T. Knowles 58
Rosters: Shortlines of Alaska ..... Sy Reich 64
Locomotives of Colorado & Southern ..... Sy Reich 64

DEPARTMENTS

The Mail Car 6
Information Booth 31
Transit Topics 45
Books of the Rails 54
The Hobby Club 60
Coming Events 64
The Switch List 66
Pen Pals Wanted 66

America's first electronic train information board has just been set up in Grand Central Terminal, serving the New York Central and the New Haven Railroad.



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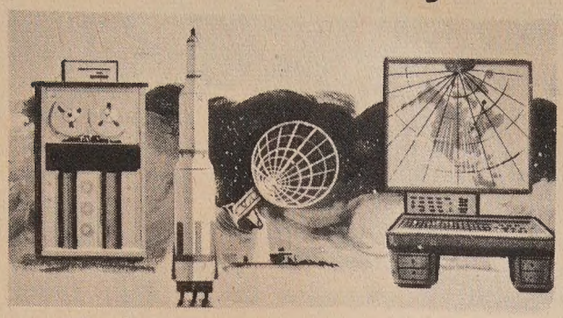

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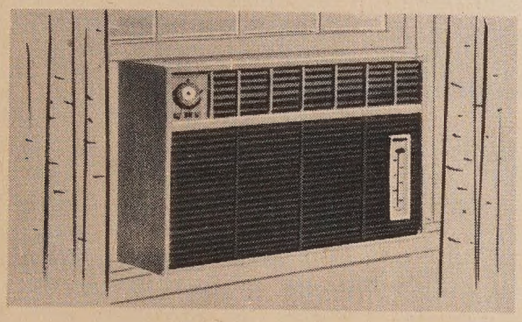

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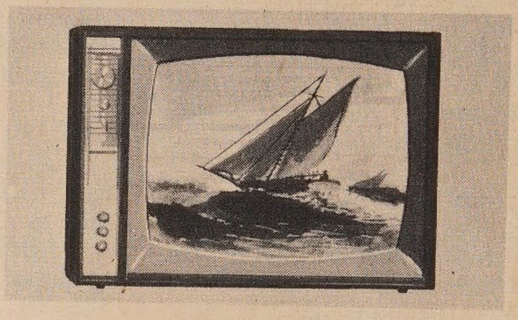

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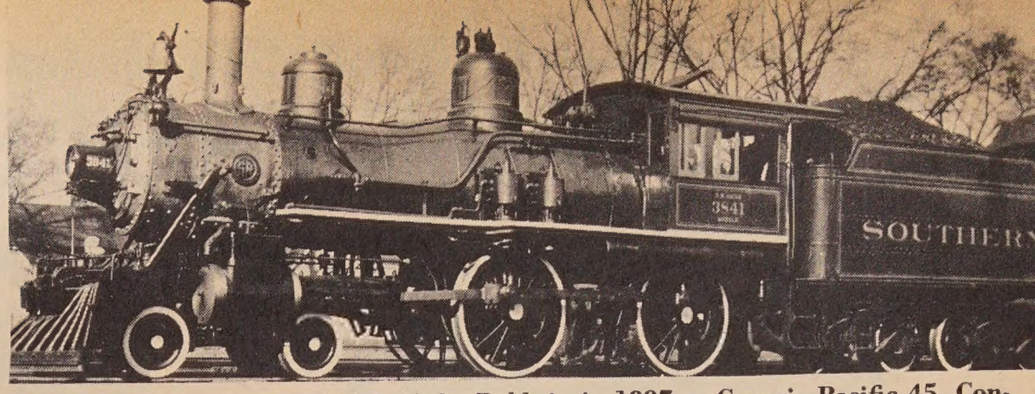

Southern 3841, class B-8, was built by Baldwin in 1887 as Georgia Pacific 45. Construction number 8719. Rebuilt in 1914 with a new boiler, and retired in 1942.
Collection of Bill Jernstrom, 822 Pelham Drive, Fort Wayne, Ind. 46805

TIEING IN with Tom Walsh's article this month, our front cover shows National Railways of Mexico 2-8-0 No. 262 on the narrow-gage branch. The photo was made at San Lazaro terminal a year ago by George H. Foster, 387 E. 7th Street, Brooklyn, N.Y. 11218, when he was in Mexico with Ron Ziel gathering material for a new book on which they are collaborating. He and Ron were waiting for the passenger train to depart to Ozumba.

George Foster

"We spent most of two weeks chasing that train and many freights," says Ron (Box 433, Montauk Highway, Bridgehampton, N.Y. 11932), "and even had the good fortune to ride in 262's cab and shoot the steam-powered pay train."

The forthcoming book, *Steam in the 1960's,* is due for publication by Meredith Press next fall. Besides the author's own work, it will carry steam shots by Mike Eagleson, Karl Koenig, Wilbur T. Golson, Allan Sherry, Don Robinson, etc. Previously George and Ron collaborated on a history of the Long Island Rail Road entitled *Steel Rails to the Sunrise.* Ron also authored *The Twilight of Steam Locomotives,* published in 1963. ●

CANADIAN PACIFIC will operate a second transcontinental passenger train to be known as the *Expo Limited.* It will go into service April 30th and will run daily between Vancouver and Toronto, and Vancouver and Montreal, until Oct. 28th.

Making the announcement, S. M. Gossage, a CP vice president, said the railway "fully expects the *Expo limited* to operate at a substantial deficit," but will run it as a contribution to the success of Canada's Centennial celebrations and Expo 67 at Montreal.

The trip from Vancouver, B.C., to Toronto will take 77 hours, 45 minutes; to Montreal, 79 hours, 10 minutes. ●

BUSES traveling on railroad tracks between downtown New York and Kennedy International Airport may become an everyday sight to commuting New Yorkers if tests prove favorable. The Port of New York Authority has authorized a contract with a Missouri firm to equip standard buses with retractable rail wheels and to conduct tests on them.

This would permit the modified buses to bypass heavy traffic areas on their way to the airport by using portions of the Long Island Rail Road's track. Once past the heavy traffic, they would retract their rail wheels and proceed to the airport via more conventional bus routes. The idea will not surprise track maintenance men, who have often used combination highway vehicles, equipped with retractable rail wheels, for track inspection. ●

JOE HUDDLESTON'S article on "Railroad Boarding House" (Jan. issue) recalled a nearly forgotten incident to Clifton E. Hull, 203 E. 16th St., North Little Rock, Ark. 72114. "In the spring of 1926," he writes, "when I was six, my parents and I were returning home to Little Rock from Fort Scott, Kansas. As my father was a Missouri Pacific fireman, we rode on his pass. Our train had no dining car. We were scheduled for a noontime meal stop at The Eagle, the boarding house run by Joe Huddleston's grandmother in Cotter, Ark., but were delayed several hours by a rock slide in the Ozark Mountains near Branson, Missouri.

"The longer we waited, the hungrier I got. I thought I'd die of starvation. It was almost dark when we finally reached Cotter and stopped beside The Eagle, and the crew and passengers stampeded into the dining room. I did not learn until almost 41 years later, from reading *Railroad Magazine,* that the name of the boarding-house keeper was Mrs. Myrtle Thompson. The train dispatcher must have told her about the delay. Mrs. Thompson and her daughters had a big generous meal ready for us. Their long table, laid with a white cloth, fairly sagged with steaming hot roast beef, mashed potatoes, coffee, apple pie, and other food. It all smelled good and tasted good. I never had a better dinner in my life. Thank God for the memory of Joe's grandmother and The Eagle boarding house!" ●

MILLIONS of Americans are "stuck for quick transportation," the Daytona Beach (Fla.) *Journal* points out in an editorial. On one hand, their towns lack airlines and on the other, "the railroads incessantly have whittled away at passenger service to small-town America. So, in this period of great industrial, social, and cultural progress, millions of Americans are becoming more and more isolated."

One of the problems faced by the new Transportation Department in the Cabinet is how to reverse this trend without going to the extreme of nationalizing our railroads. ●

INTERESTING RAILFANS. Howard Kirksey, a railroad man from Murfreesboro, Tenn., passing through Atlanta, Ga., bought a January copy of *Railroad* for evening reading. That issue featured Colonel James G. Bogle as an "Interesting Railfan." Noting that Jim Bogle lived in Atlanta (1749 Dyson Drive. N.E.), the traveler visited him and the two men spent a couple of delightful hours together recalling old times. Mr. Kirksey had grown up on the NC&STL, had worked as an operator on the P&M Division, and had taken many train orders from Jim's father when the latter was a dispatcher. In fact, he had known both of Jim's parents very well.

Walt Disney, who died last December 15th, was a railroad buff and a reader of *Railroad Magazine* and, in fact, our most distinguished author. Some time ago your editor set up a tentative date to interview him in New York for an *Interesting Railfans* write-up. Walt was too busy to keep that date but wrote an autobiographical article for us, "I Have Always Loved Trains," which we featured in October, 1965.

This note comes from Otto Kuhler, KZ Ranch, Pine, Colo., the railroad artist and industrial designer who was No. 18 in our *Interesting Railfans* series: "I am re-reading Freeman Hubbard's book *Railroad Avenue.* The further I go into it, the more I feel that while the author and I have gone dif-

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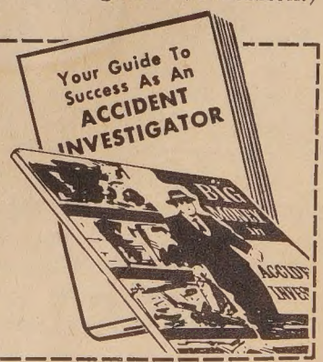
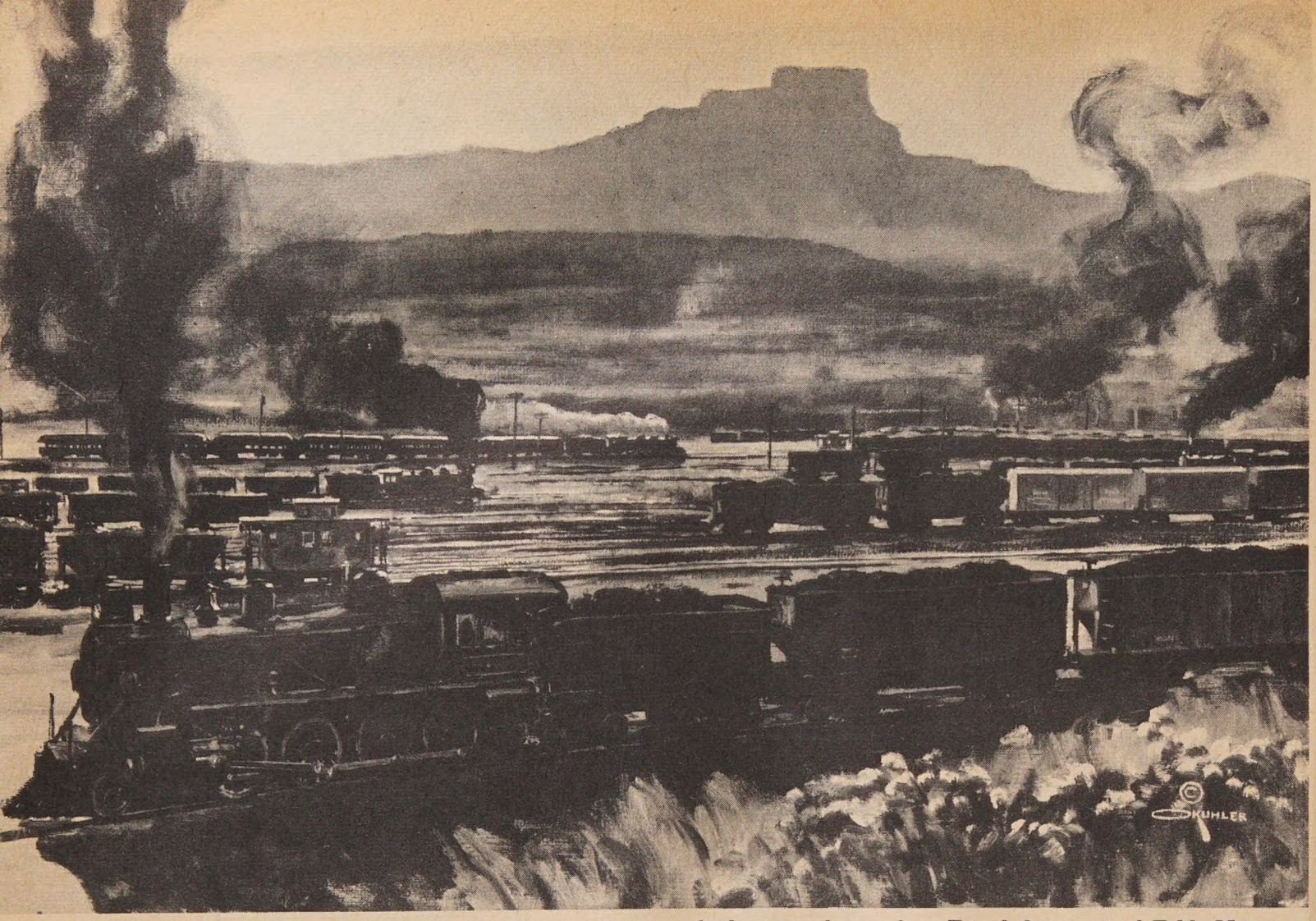




Colorado coal trains. Easterners rolling in deluxe comfort into the busy, smoky, yards at Trinidad recognized Table Mountain landmark on the horizon and knew they were really "out west." Into these yards streamed coal and coke from the black canyons to the west, to be hauled away to the roaring furnaces of Pueblo and elsewhere. But coal smoke no longer veils Table Mountain. Where once mighty locomotives barked, a gaily painted little diesel now purrs back and forth, collecting boxcars.
The original of this Otto Kuhler painting is in Denver Public Library

ferent paths in life, we are closely parallel in feelings about the vanished age when decency was still a word in the vocabulary but now is too often forgotten."

Otto recently donated 12 of his best paintings to the Denver Public Library. "The basis of these paintings," he writes, "was the labor wars, marked by greed and cruelty, that ravaged Colorado around 1914." Some of that material will appear in his autobiography, a book scheduled for publication in the near future.

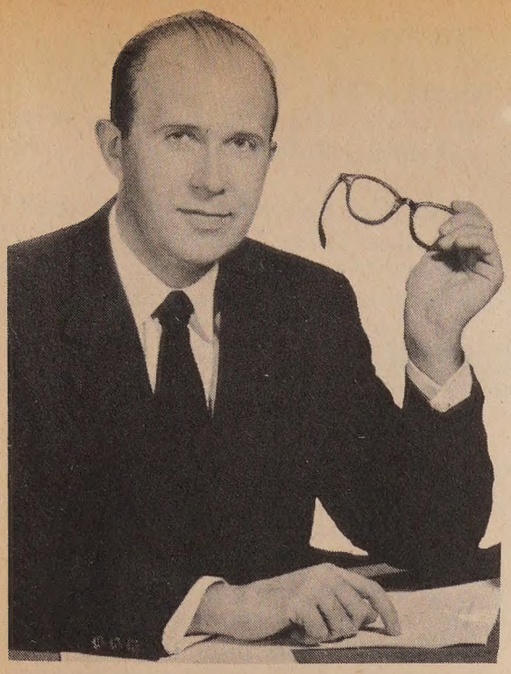
This magazine's personality sketch of Bob Lewis last month had a special interest for Jim Shuman, 718 N. Shippen St., Lancaster, Pa. 17602, who has known Bob since the two of them took part in a fantrip over the Conestoga Traction Lines almost 30 years ago. The friendship started then has endured ever since. Another trip, one cold December day, was in double-truck open cars of the York (Pa.) Railways. "As we rode down the streets of Dallastown, Pa.," Jim Shuman recalls, "much to the amazement of the local citizenry, Bob took large green stalks of celery from an inner pocket and crunched them as we rolled, explaining that celery was good for the nerves."

Katy president John W. Barriger, who was No. 14 of our *Interesting Railfans,* is a Civil War buff. His article on "Railroads in the Civil War" in Vol. 31, No. 6, of R&LHS *Bulletin,* is well worth reading. ●

A MEXICAN trip of rare scenic value may be taken from Chihuahua to Los Mochis, on the Pacific Coast, 405 miles, in via the Chihuahua Pacific Railway, reports B. Thomas Walsh, author of a feature article in this issue, 1003 Bruce Hall, University of Pittsburgh, Graduate School of Public & International Affairs, Pittsburgh, Pa. 15213.

"Closing of the gap from Creel to San Pedro in 1961 marked the first major cross-country railroad built on this continent since 1910," he writes. "Service is offered twice a week by passenger trains equipped with Pullmans and 5 times a week with Fiat diesel rail-cars called *autovias.* Fares are very reasonable; round trip on a reclining seat costs $12.50. The 405 miles are covered in 14 hours, including a 20-minute stop at Divisadero, where you can view Barranca del Cobre, a vast canyon that in places is 2,000 feet deeper than Grand Canyon in U.S. and is the home of stone age Tarahumara Indians. Most of these 40,000 aborigines are semi-nomad and live in caves. They are hardy workers, however, were used extensively in building the Chihuahua-Pacific.

"The terrain is so rugged that at one point the railway makes a 360-degree circle and doubles back under itself. The newly-built line is called El Lazo ('the rope'). At one point you can see 3 track levels and 4 tunnels, below. All told, the route has 89 tunnels and 39 bridges. The rail-car I rode over this line was somewhat late arriving at its destination because of a *derumba* (landslide) just as our rail-car was exiting from a tunnel in a corkscrew section



Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Ill. 60060.

No salesman will call

DON BOLANDER, Career Institute, Dept. 4B, 555 E. Lange St., Mundelein, Ill. 60060
Please mail to me, without obligation, a free copy of your 32-page booklet,
HOW TO GAIN A COMMAND OF GOOD ENGLISH.

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If 18 or under, check here for special booklet. ☐

Mud and rocks poured down for about a half-hour. A work gang took two hours to clear away enough debris to let the train pass." ●

RAWHIDING. After reading in our January issue about a boomer fireman being rawhided a long time ago, Carl S. Crone, 536 Main St., Bellefontaine, Ohio 43311, recalls that he too, was in that situation.

"I started firing on the Nickel Plate at age 16," he writes. "That was in 1909. One night two years later, when I was on the Illinois Central's extra board at Burnside., they called me to deadhead to Gilman, Ill., and fire the passenger train that left there next morning on a round trip to Springfield.

"I fired for John Oxley. I think our engine was No. 1966, a 4-4-0 with 69" drivers. Normally the train had only 5 cars but at that time, with the state fair on, it had about 15, which was too many for an Eight-wheeler. After leaving town, Mr. Oxley dropped the Johnson bar down in the corner, yanked the throttle out on the tank and would forget to pull the Johnson bar back, as we made almost all of the stops. I had to fight the old girl from one stop to another, trying to keep her hot. Every time we halted, down went the steam gage. I had no time for the seatbox but would stick my head out the window to get my breath.

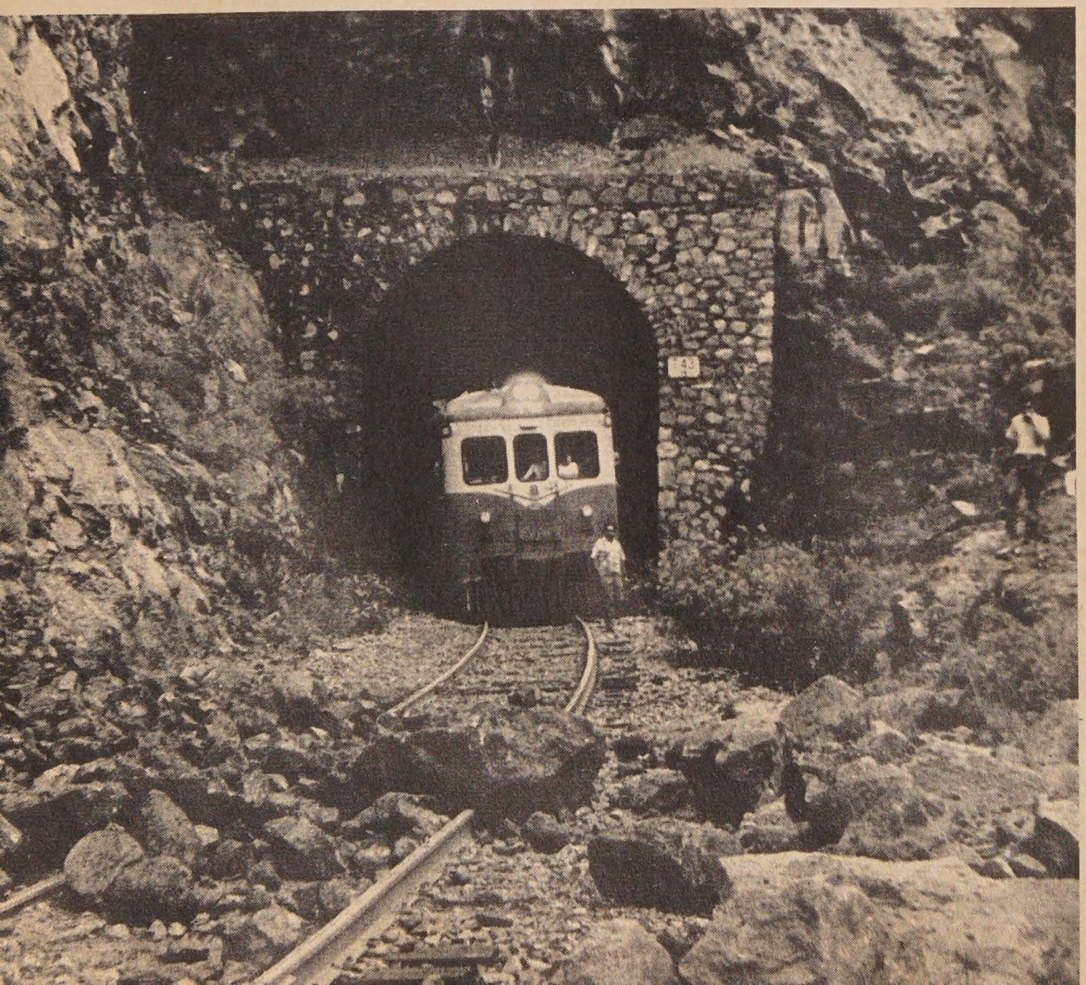
"We were a bit late reaching Springfield and we started back that evening. The same thing happened. At Clinton I tried something new, turned on the blower and loaded up the firebox, which gave Mr. Oxley something to work on. We didn't get very far before she popped off, and he bawled me out for that. At the next stop I began loading her up again, but he kicked the firedoor shut, spilling my shovelful of coal over the deck. 'Don't fire an engine that way!' he growled; so I didn't, and her steam went down.

"At Farmer City I tried again to fill the firebox and again he kicked the firedoor shut, shouting, 'That's the last I'll tell you!' He made me mad. I took my clothes out of the seatbox and got off the engine. Mr. Oxley whistled several times but didn't start. The conductor walked up to the head end and asked, 'What's wrong?' Mr. Oxley said, 'We don't have a fireman.' The conductor then listened to my side of the story. I said I couldn't fire the engine the way Mr. Oxley wanted but could keep her hot if he'd let me do it my own way.

"The skipper took me back to the engine, telling the hogger, 'I'm getting fed up on your trouble with firemen.' He asked me to get back on the engine and fire her any way I wanted, so long as I kept the steam up. I didn't have any more trouble the rest of the trip to Gilman. But when we got there I told Mr. Oxley that I was deadheading home to Chicago. He said: 'Please forget what happened at Farmer City. You're the only fireman I've ever had who can keep her hot.' So I stayed with him for a few more trips and then, being a boomer, I drifted elsewhere." ●

Photograph by B. Thomas Walsh

Rocks and mud tumbled down at tunnel 43 on newly-opened part of Chihuahua Pacific RR. in Mexico, delaying railcar in which Walsh was riding to Los Mochis.



BRITISH electrification is paying off, exults John Drayton, locomotive engineer, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England. "The British Railways' new through electric services of the London Midland Region (Euston-Crewe-Manchester) have drawn off 25 to 30 percent of the domestic traffic from British Europe Airways. Same applies to London-Liverpool.

"Train speeds up to 111 miles per hour northward from London under hot wires have been recorded. BR management is looking forward to overall running at 100 mph from the capital to Birmingham which would bring that city within 90 minutes of London—making Birmingham a suburb of London, you might say.

"Recently I took my wife over to Holland. Tell Steve Maguire that Rotterdam's electric transportation system operates 14 streetcar routes (aside from 19 bus lines). Out of some 160 million riders each year more than 60 percent use the streetcars. But Britain's trolley-car industry is just about dead, except in Blackpool and a short line on the Isle of Man." ●

TRAIN-FERRIES article by Dick Murdock (Jan. issue) drew this comment from Rich Brown, 5264 N. Fresno St., Fresno, Calif. 93726: "Remains of the Southern Pacific's old train-ferry *Solano* can still be seen from the Santa Fe train *San Francisco Chief* as it passes through Antioch, Calif., along the San Joaquin River. Her hull serves as a breakwater for small craft. The two A-frames which supported her walking beams are still standing, but much of the overhang is beginning to fall off."

Meanwhile, in Lake Michigan, the Chesapeake & Ohio's 4000-ton car-ferry *City of Midland* recently ran aground for three days off Ludington, Mich., but was finally pulled free by a tug and steamed into Ludington under her own power with 128 passengers. ●

SEVEN additional railroads, by a recent decision of the U.S. Supreme Court, have won access to Chicago's deep-water port at Lake Calumet, thus ending exclusive right of the Rock Island Lines and the old Nickel Plate (now part of the N&W).

The seven railroads are the Illinois Central, Pennsy, South Shore Line, Belt Ry., Michigan Central, New York Central, and Indiana Harbor Belt. The court, by 8-1 vote, supported an ICC ruling in favor of these roads, overruling

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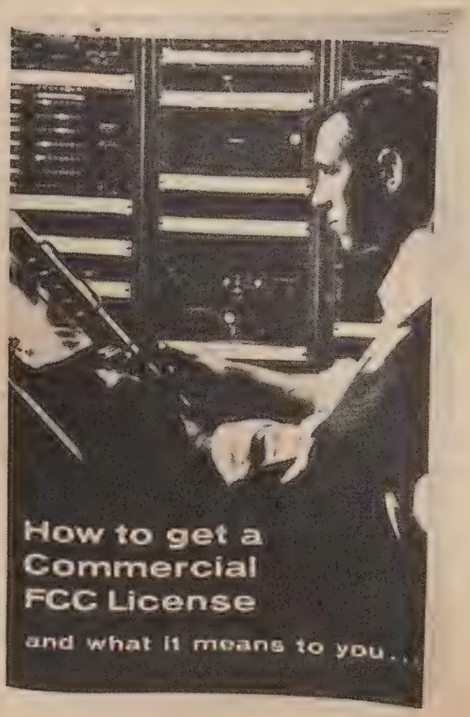

THERE'S A BIG BOOM IN ELECTRONICS. And YOU can be part of it. You don't need a college education or any previous experience in electronics. The free book shown here tells you how.

In the last 15 years, the electronics manufacturing industry alone has grown from $2.7 billion to $17 billion, and is expected to hit $24 billion by 1970.

Thousands of trained men are urgently needed to help design, manufacture, inspect, test, install, operate, and service electronics marvels that are making headlines. If you qualify, it means a secure, steady high-pay job with a real future to it.

Maybe you'd like to become a broadcast engineer . . . put famous radio disc jockeys and television entertainers "on the air." Or be your own boss servicing some of the more than a *million* two-way mobile radio systems in taxis, trucks, trains, etc. Or work alongside famous scientists developing and testing such electronics miracles as picture-frame TV, desk-top computers, pea-sized hearing aids, rocket guidance and control systems.

Regardless of which you choose, the secret of "getting your foot in the door" is getting a Government FCC (Federal Communications Commission) License. It's government-certified *proof,* respected by employers everywhere, that you have passed a standard Federal exam on the fundamentals of electronics – that you're not just an electronics handyman, but a real "pro." Many jobs legally require it.

Now, because of the importance of getting your FCC License, Cleveland Institute of Electronics has prepared a valuable 24-page book telling you how to go about it.

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With this book, you will receive a second free book, "How To Succeed In Electronics." It's the catalog of the Cleveland Institute of Electronics . . . first organization to offer an FCC License Warranty. (CIE will refund all of your tuition if you don't pass the FCC exam . . . on your first try . . . after completing the course designed to prepare you for it.) You will learn why better than 9 out of 10 men with CIE training get their FCC Licenses, even though 2 out of 3 without this training fail.

To receive both books without cost or obligation, just mail the coupon below. If coupon has been removed, write to: Cleveland Institute of Electronics, 1776 East 17th Street, Dept. AM-1, Cleveland, Ohio 44114. Do it now—it may change your whole life.

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the adverse decision of a panel of three Federal judges.

Port officials expect this action to increase export trade and lower freight rates for grain. Hitherto, any of the 7 lines serving the port had to switch their cars to the Rock Island's tracks, producing higher costs, switching delays, and slow service between country elevators and dockside.

SEEING his name printed for the first time in *Railroad Magazine,* which he began reading back in 1912, was a strange experience for Bill Jenner, 639 W. 32nd St., Los Angeles, Calif. 90007. "I'm glad you could use my letter about the Hondo tragedy in your Dec. '66 issue," he writes. "Let me tell you how I discovered your magazine. One rainy winter afternoon about 55 years ago I was riding a yellow trolley south on Main Street in Los Angeles, returning from a music lesson. As we passed 30th Street I happened to glance at a store window and spied a magazine with the name *Railroad Man's* (as it was called then) in white letters on a red background. My heart leaped. I had been reading some railroad fiction books for boys, and the subject thrilled me.

"When I got off the car near home I went timidly into a corner drugstore, half expecting to be disappointed, but there it was: *Railroad Man's,* 10 cents! I fished out a dime and went home to enjoy some reading matter. That evening, seated before a roaring open fire of eucalyptus logs and briquettes, I was thrilled to make the acquaintance of Boomer Jones, Spike Malone, and Clancy the section hand, all fictional characters, in addition to feature articles and such departments as *By the Light of the Lantern* (now called *Information Booth*) and *On the Spot* (today's *Mail Car*).

"One of the juvenile novels I had read was *Cab and Caboose,* written by Marshall Munro Kirkman under the pen-name Kirk Munro. That man became a train dispatcher in 1860 at age 18, possibly the youngest DS on record. About 12 years later he wrote a factual book on train dispatching from which the General Time Convention of Railway Managers took most of the material and ideas used in its *Uniform Rules for the Operation of Trains and the Movement of Trains by Telegraphic Order,* grand-daddy of the present *Standard Code* of the Association of American Railroads.

"In 1893 Kirkman wrote a series of books on railway operation and management. I have his volume on *Operation.* From it and from another book I still own, written in 1904 by Harry Dalbey, an old train dispatcher. and with the aid of a neighboring brass pounder and dispatcher, I mastered the then-valuable art of Morse telegraphy. But the old *Railroad Man's Magazine* had first taught me what railroading was really like."

Steam Whistles

LONG, lonesome-sounding whistles floated across the prairie; they echoed among the mountains and the calls reverberated from peak to peak. The steam engines of yesteryear sent their strangely stirring notes through the pine lands of the South and along the river valleys of the Midwest.

The echoes have come floating down the years—two long and two short for the grade crossing a mile below the village depot. It is a lost American sound—a cry of triumph in a new land pushing its frontiers westward.

A man remembers the whistles in the night as the flyer flashed along the river valley. The poignant notes came across fields and woodlands to a listening boy in his small room beneath the farmhouse roof. Sometimes on a moist, still summer evening the whistle seemed very near; sometimes in winter one could barely hear the thin calls.

Steam whistles have gone. Diesels sound their brisk, efficient warning, but it is not the same. There are men in city offices who remember the steam engines' whistles. They resolved that one day they would be riding off to life's adventure on a train that sped through the darkness like a jeweled snake and left beckoning notes floating through the night. *The New York Times.*

Train-Bible Mystery

ARCHIVES of the Southern Railway have many odd bits of history but few more curious than a Bible (actually Vol. 2 of a two-volume set) received from George L. Bryson, a Canadian National official. Southern's magazine, *Ties,* tells the story. Long ago Mr. Bryson's father-in-law owned a farm somewhere between Junction City and Wilmore, Ky. One day in the early 1890's, when working in his field, the farmer found that book. It must have fallen off, or been thrown off, a passing train of the Cincinnati Southern Railway (now part of the Southern system) under circumstances that may always remain a mystery.

A fan asked, "Did any station agents have uniform caps?" "Yes," says Mrs. Hulda Johnston, showing cap worn by her father, the late Hans Kjergaard, Illinois Central agent at Bruce, Minn.
Duane Braley photo, Minneapolis Tribune

Mr. Bryson wrote of the "great sentimental attachment" his wife's family had for that Bible, which they preserved carefully over the years. But in 1953 he felt it should go back to its rightful owner. The old book's leather binding is scarcely worn. Gold stamping on its cover that identifies the keepsake as presented to the Cincinnati Southern Railway by the American Bible Society still looks fresh.

The Society's "railway plan" originated in 1870 when one of ABS's superintendents began placing Bibles on Louisville & Nashville passenger trains. The practice soon spread and by 1878 most of the nation's major railroads had on-train Scriptures. Printed in easy-to-read type, Bibles for passenger use were published in two volumes—one covering Genesis to Psalms and the other Proverbs to Revelation. The plan usually assigned each railways coach four books: a two-volume Bible and separate copies of the New Testament and Psalms. These were placed in cast-bronze holders on the panels between car windows. In addition, one-volume editions of the Bible were donated to baggage, mail, express and caboose cars for use by railway employees.

ABS records indicate that the railway plan succeeded in its purpose of placing the Bible readily at hand for travelers eager for something to read, and so providing an antidote to the supply of non-religious literature available from "news butchers" and other sources..

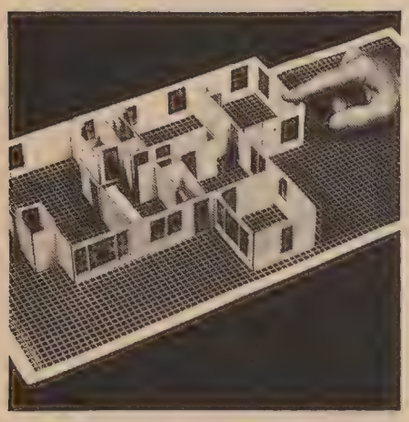
Many thousands of these Bibles roamed America's growing network of rails in the hands of travelers who for the most part observed the printed plea "not to be removed from the car." But the Society's records also reveal that this was not always the case. Bibles occasionally were taken from the cars by forgetful passengers who tucked them in a pocket after reading them. Many were picked up by emigrants going West who feared they might not get one otherwise.

Some news butchers who made a business of selling reading matter to the passengers and resented free competition might not have been averse to pitching the offending Scriptures out the nearest window. Regardless of how that gold-stamped Bible landed in the field, the Southern Railway welcomed its return with thanks. ABS Bibles may still be found in hotels and on ocean liners, but no railroad train today, so far as we know, is equipped with one.

HOW TO START

Your Own Mail Order Business

(RIGHT FROM YOUR OWN HOME — ON A SHOESTRING)



A man and wife sold over $39,000 worth of these kits by mail—without investing a penny in merchandise! YOU can too!

Advertising agencies select mail order items for you, and prepare inexpensive magazine and newspaper ads for you.

Mail 32-page catalogs printed with YOUR name and address. Wholesale firms stock and ship all orders. You keep the profits!

Start at home in your spare time. One-man mail order enterprises make an excellent second income. Some make $50,000 yearly!

AMAZING NEW MAIL ORDER PLAN STARTS YOU FAST

Now you can build a profitable mail order business of your own—THE PROVEN WAY! Use professional mail order ads. Your own 32-page catalogs. Pocket cash profits daily. Don't invest a cent in inventory! Large firms supply ads, catalogs, and do all shipping for you! Amazing new plan for beginners requires little capital and no previous experience. The ideal home business!

When Bob Carter—a mail order beginner from Newark, N.J., ran his first small ad in House Beautiful, he never expected the deluge of orders he received for his auto clothes rack. He received $5,000 worth of orders! Before the year was out, he was spending $10,000 a month on advertising and grossed over $100,000 the first year!

Tom Kinkaid of Florida started with a mail order ad in a small magazine—selling live seahorses! He pyramided a $200 ad into more than $85,000 in his first year!

A husband and wife mail order team from Pennsylvania, operating out of their home, sold 11,000 Home-A-Minute Kits ($4.45@) for a total sales of $39,489!

The Johanson's of Illinois ran a 2½" ad on a paper clip holder. You can imagine their astonishment when they received $3,500 in orders!

These are actual documented case histories of mail order beginners. The names are changed but the facts and figures are absolutely true! Of course these are exceptional cases—not all beginners become mail order millionaires. But, practically EVERY SUCCESSFUL MAIL ORDER BUSINESS WAS STARTED WITH SMALL ADS!

Having acquired a list of satisfied customers from small ads, these beginners soon found that the REALLY BIG PROFITS COME FROM SENDING MAIL ORDER CATALOGS TO THEIR OWN CUSTOMER LISTS.

The thrill of receiving money in your morning mail is one you'll never tire of!

These are the two *vital* elements for a successful mail order business: (1) START WITH SMALL ADS, and (2) FOLLOW-UP WITH A GOOD MAIL ORDER CATALOG. This is *the proven method* used by just about every lucrative mail order house in the U. S. Pick up any magazine and notice the hundreds of small mail order ads, repeated *month* after *month!* You can bet those ads are making money! Order any product from one of these ads and you're bound to be sent one of their catalogs.

A number of these small ads are run by individuals, just like yourself. Come up with a good item and it's almost like having a money tree . . . pocketing cash profits daily, steady as clockwork! That's the beauty of a home operated mail order business. No door to door selling, no customers to face, and you pick your own hours. Best of all, you have a chance to "hit the mail order jackpot". Thousands of orders pouring in from all over the country! The thrill of receiving money in your morning mail is one you'll never tire of!

HOW DO YOU GET STARTED? Now, using an amazing new plan, you can get started immediately—on equal par with the 'pros', and with very little investment! Advertising agencies which specialize in small mail order accounts, will prepare top-notch ads for you—on hundreds of 'hot' selling mail order items. Wholesale mail order firms will supply you with professional 32-page mail order catalogs—printed with YOUR NAME and address. All orders come to you. You don't have to know how to write a good ad, and you don't spend thousands of dollars preparing your own catalog and buying stock. *In fact you don't invest a penny in merchandise!* The 'secret' of this plan is called drop-shipping. Actually, it's not new. It is used by practically every large successful mail order firm in the country.

Here is how it works. All the merchandise illustrated in your catalog (or featured in your ads) is stocked by wholesale mail order suppliers. When you receive an order from a customer, you simply type his name and address on *your* shipping label and send it to the drop-ship supplier. Include your check to cover the wholesale cost of the item. The drop-ship supplier immediately wraps the order and ships it directly to your customer, using *your* shipping label—just as though it had come from you. You deposit the check sent to you by your customer. Your profit is the difference between your selling price and the wholesale (drop-ship) cost—and a 100% mark-up is not unusual! See the tremendous advantages of using the drop-ship plan? Your catalogs and ads offer thousands of dollars worth of the hottest selling mail order items—yet you don't invest a penny in merchandise! All the stocking, packing and shipping of orders is done for you!

WHERE DO YOU GET CATALOGS & ADS? One of the few wholesale mail order firms which offer a programmed ad service and professional catalogs, to beginners as well as the trade, is Mail Order Associates, Inc., of Montvale, N.J.

Their 32-page catalog, "Distinctive Gifts", features over 120 top selling, quality mail order products, selected to appeal to every member of the family. The catalog is not seasonal—it carries better class gift items which sell all year round. Jewelry, books, automotive items, bar accessories, personalized giftware, toys, games——these are the items that sell! With many gifts in the $5 to $15 price range, average orders of $25 to $30 per customer are not unusual, depending of course, on your particular mailing list.

Your own ads in national magazines reach millions of prospective mail order buyers!

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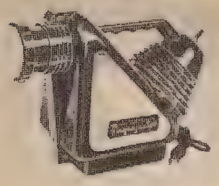
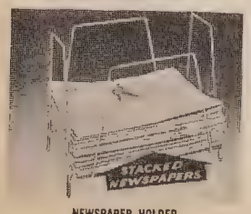

MAGNAJECTOR

COLLECTOR'S CHESS SET



NEWSPAPER HOLDER

These are just a few of the top selling mail order items in the country. All are included in the "Distinctive Gifts" catalog.

Only YOUR NAME and address is printed on the front and back cover of the catalog. All products are drop-shipped for you. By printing millions of catalogs, they are able to offer these at a fraction of their normal cost. What's more, you don't have to order a large quantity of catalogs to start. They'll sell as little as 200 catalogs, printed with your name and address, for small test mailings. And even this low cost may be offset by savings on purchases for your family and relatives!

Realizing that many beginners need help in selecting good mail order items and preparing their first ads, Mail Order Associates has come up with a really unique Mail Order Ad Service. It works like this. As a yearly subscriber, each month you receive a new "AD of the MONTH" which consists of a professional ready-to-run ad on a new or already proven mail order product. They make specific recommendations—which magazines and newspapers to use . . . how much the ad costs in each publication . . . when to run . . . circulation . . . addresses—everything you need to place your first ad. They even schedule your ads to prevent two subscribers from running identical ads in the same issues. Every item is drop-shipped for you, so there's no investment in merchandise.

In addition to the 12 ADS of the MONTH, subscribers are sent over 100 Classified and Display ads which they may use to get started immediately. And don't underestimate the 'pulling' power of a small classified ad. Dollar for dollar, they produce greater profits than full-page display ads! More than one large mail order house got its start with a tiny classified. Many still use them to get new customers and build their mailing lists. Talk about starting on a shoestring—you can begin with a $5.00 classified ad offering self-improvement booklets, which you can have drop-shipped for you at 100% mark-up! Pyramid your profits into more ads and larger catalog mailings, and you may be running full-page ads sooner than you think!

And in case you're wondering how much a one page ad might produce, just consider this documented case history: Not too long ago, a one page ad in Sports Afield magazine pulled 22,000 orders—OVER A HALF MILLION DOLLARS in cash, checks and money orders! Is that any way to run a mail order business? You bet it is! Compare the potential profits in mail order with the job you have now! Then you be the judge. Isn't it worth risking a 'few dollars' investment in a business which holds promise of such tremendous financial rewards?

WHAT ARE YOUR CHANCES? Mail Order, just like any other business, involves a certain amount of risk. Every investment does. But unlike any other business, mail order offers you an opportunity to make a fortune—starting with very little capital. Your chances of success are excellent, if you learn the inside 'secrets' and tricks of the trade, used by the mail order 'pros'.

For example, there are gimmicks called "2 for 1 deals". The novice runs a 3" ad in a magazine that charges $42 for the ad. The pro gets three times the amount of space for his $42! Hence, he needs only ⅓ the number of orders to make a profit on his $42 ad! The pro knows which magazines give "2 for 1 deals". The beginner could spend years trying to find out.

Before you start, you should be familiar with the basic laws and regulations regarding mail order. How to register your company name . . . when to use a P.O. box . . . how to handle complaints . . . refunds . . . where to get trade reports from the FTC, Post Office and FDA.

The beginner should have a complete set of Magazine Advertising Directories ready for reference, before placing any ads. He should know how much each publication charges to run his ad . . . circulation . . . column size . . . ad discounts, etc. Which are the best magazines and newspapers for mail order ads . . . the best time to advertise.

MAIL ORDER ASSOCIATES FEATURES ONE OF THE MOST COMPREHENSIVE MAIL ORDER PROGRAMS EVER OFFERED! CATALOGS . . . ADS . . . TRADE REPORTS . . . ADVERTISING DIRECTORIES—EVERYTHING YOU NEED TO GET STARTED!

Many beginners learn the hard way. They mail a thousand catalogs to a worthless mailing list, waiting for orders that never come! This one pitfall accounts for 95% of all mail order failures!

These are just a few of the 'inside' facts you must know to guarantee your chances of success in mail order.

WHERE TO GET THE 'INSIDE' FACTS. Obviously, if your first ads pull orders and your follow-up catalog mailings produce a good profit, you're going to run more ads *and reorder catalogs*. For this reason, the catalog supplier will back you with all the professional guidance and 'know-how' at his disposal. It stands to reason, he wants you to succeed from a purely business standpoint—he wants to sell you more catalogs.

With this in mind, Mail Order Associates, Inc., of Montvale, N.J. has come up with one of the most comprehensive mail order programs ever offered to beginners! With your initial order for their catalogs, or a one year subscription to their ad service, they include a complete set of Mail Order Reports.

Over 120 pages of vital 'inside' facts which cover every aspect of mail order. You can be sure you won't get this kind of professional guidance from any competitor or mail order textbook!

Their reports tell you how and where to get "2 for 1 deals" . . . how to get FREE ads . . . Mail Order Laws & Regulations . . . Advertising Directories of magazines and newspapers . . . Drop-Ship products, catalogs and Mailing Lists . . . plus dozens of low cost ads you may use to get started!

No doubt about it, Mail Order Associates provides top-notch catalogs and ads for the trade—BUT they also offer professional guidance to mail order beginners. Something that's been long needed in this field.

By all means, if you're looking for an ideal second income, or financial independence in a business of your own—get into Mail Order! There's no guarantee or sure-fire rule for success—but no other business offers you a chance to hit the jackpot, on such a small investment.

MAIL COUPON BELOW — NO OBLIGATION

MAIL ORDER ASSOCIATES, INC., Dept. 4, Montvale, New Jersey 07645

Dear Sirs:

Please send complete FREE details about your MAIL ORDER PROGRAM including catalogs, ads, etc. I understand there is no obligation and no salesman will call on me.

NAME ..... AGE ..... SEX .....

ADDRESS .....

CITY ..... STATE ..... ZIP .....

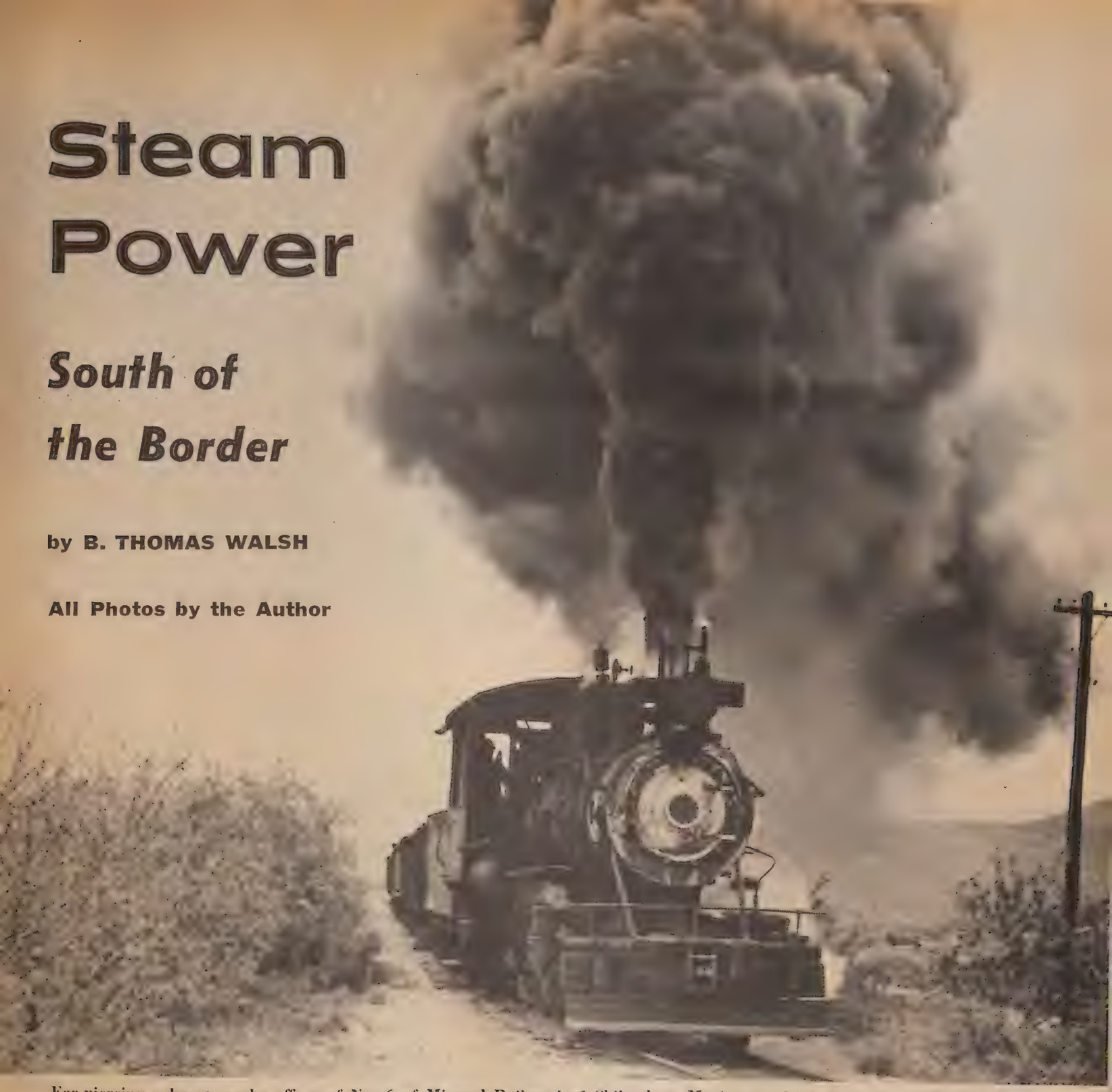
RAILROA

Steam Power

South of the Border

by B. THOMAS WALSH

All Photos by the Author



Ear-piercing exhaust marks effort of No. 6 of Mineral Railroad of Chihuahua, Mexico, to climb from desert floor to Santa Eulalia mine, high in the mountains. This branch line still uses one of its slim-gage Consolidations every day but Sunday.

ON A RAIL SAFARI through Mexico and Central America, from which I have just returned, I noted with dismay how much had changed since my previous visit five years ago. The steam power that remains is dwindling like the remnants of a once-victorious army hemmed in on all sides and fighting a last battle it can't possibly win.

Here and there, if you know where to go, you can still see and smell the acrid smoke fumes curling into the thin air above fronded palms and native straw huts and at times hear a magical exhaust from the stacks of battered coalburners. By and large, though, not much steam is left. The most obvious sign of dieselization I found south of the border was the National Railways of Mexico reducing the number of its steam engines from 414 to 24. I miss the other 390. How well I remember many of them!

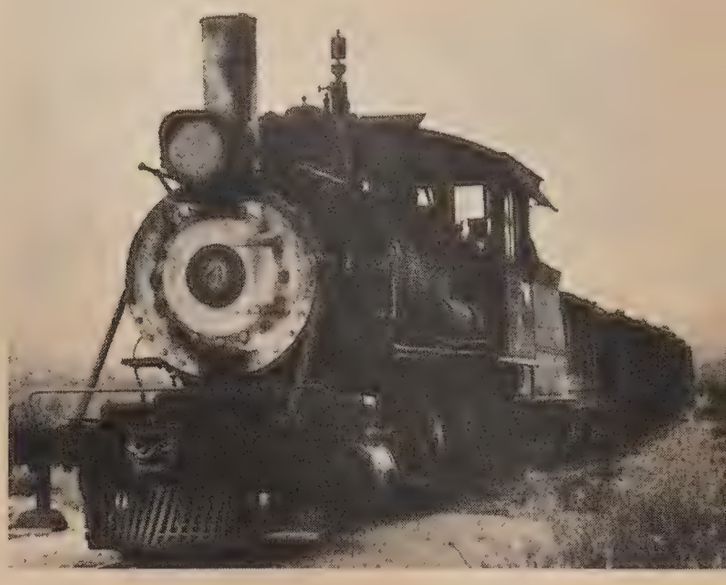
Before going on I will say that, to the best of my knowledge, I have accounted for every steam locomotive remaining on the mainland between the lazy Rio Grande and the distant shores of South America. My where-to-find-it data is not only current but, I hope, complete and accurate.

The picturesque International Railways of Central America, which haul many of the bananas you eat in the U.S.A., are powered largely by Rudolf Diesel's invention. In Honduras, Standard Fruit Company's banana line became 100 percent dieselized two years ago, with lonely little 2-4-0 No. 9 (Por-

Six miles north of Cuautla, No. 70 wheels local freight on National Rys. of Mexico slim-gage line.

(Below) This burro must be a railfan, judging from the way he watches as an engine on the Western Railway of Mexico prepares to leave Culiacan yard with 38 freight cars bound for Navaloto.

Oldest engine of Mineral Railway of Chihuahua, 2-8-0 (Baldwin, 1904), highballs a pay load of silver ore.



(Left) NdeM slim-gage diesels 5402 and 5400 set out cars while Shay No. 3 of the *Ferroaleaciones Teziutlan* rests on siding.

ter, 1915) on display to remind you of happier days when steam prevailed. Not even Nicaragua has withstood the onslaught of modernism; only its Leon-to-Rio Grande branch has retained steam.

All too plainly time is running out for most of the steam operations. Even so, the news from our viewpoint is not all bad. The greatest and most photogenic steamers in the areas I have just covered are, of course, the Niagaras operated by NdeM north of Mexico City. But of the original batch of 32 superb 4-8-4's turned out in 1946 equally by Baldwin and Alco, only 19 remain.

These are used primarily in helper service and local freight. Usually you can see 4 to 6, sometimes 8 of them at work on the road, depending upon the amount of traffic. Servicing and maintenance of the Niagaras is handled at the capital's Valle de Mexico roundhouse. After the dispatcher has advised him on pending traffic movements, the shop foreman there assigns the engines.

Diesels have usurped all of Mexico's passenger trains, but steam is still wheeling freight on the Queretaro Division. Service on this division, running northwest of Mexico City, is provided by two roughly parallel lines. Both run together as far as Huehuetoca; from there the Central line goes via Tula while the National line is routed via San Nicolas. The former is 15 miles shorter to Queretaro, but since each line is single-tracked only, considerable traffic flows on both routes.

Backbone of steam operation is helper service. Locos are generally dispatched light from the Valle de Mexico yards to Huehuetoca. There a steamer awaits a northbound through diesel freight; helps it over the Central line as far as Danu, and then runs light to San Juan del Rio for servicing. Crossover to the National line is made here via a short branch to San Nicholas, whence steam is used in southbound helper service to Huehuetoca, thus completing the circle.

As a rule, steam helpers are coupled three or four cars behind road diesels to lessen the weight over bridges—a practice which makes them more difficult for railfans to photograph—but you stand a fair chance of catching a Niagara heading up a peddler freight or a work train.

The Valle de Mexico shops also keep 5 other standard-gage steamers, all serviceable but no longer used. One is No. 504, an 0-6-0 (Kitson, 1904), lettered NdeT for the old Tehuantepec which ran across the isthmus. Another is 0-8-0 switcher No. 639 from the former Nonalco shops in Mexico City, also stored outdoors. Baldwin built her originally in 1883 as a narrow-gage Consolidation, which makes her a rarity. Third is 2-8-0 No. 1140 (Alco, 1921). The other two are Baldwins of 1921 vintage: No. 1170 (identical with the 1140) and Mikado No. 2124.

No. 504 is slated to go on display in some Mexican town. Already displayed are 0-6-0 No. 625 (Brooks, 1903) in Chihuahua; 2-4-2T No. 2501 (Alco-Dickson, 1907) in Monterrey; 0-4-0 No. 3 (Porter, date unknown) in Torreon; 4-6-4 No. 2708 (Alco, 1937) in Aguascalientes; and 0-4-2T No. 601 (Brooks, 1902) in Mexico City.

MEXICO'S narrow-gage picture is only slightly more encouraging. From 45 steamers in 1961 the total has been cut to 19. All passenger service except the daily mixed train between Cuautla and Puente de Ixtla is now die-

Homeward bound at end of day on six-mile run to smelter is *Penoles Mexicana* trainload of empties hauled by an 0-4-4-0 Mallet (Oreinstein & Koppel, 1902).

selized. On the isolated Oriental-Teziutlan line, only No. 143, still lettered OM from the former Oriental Mexicano, recalls steam days.

San Lazaro yards in Mexico City boast some steam activity—4 or 5 engines used on a given day. Most switching is done by steam and at least two local freights to Puebla are run by steam. I doubt if standard-gage steam operation will continue past the middle of this year, but some narrow-gage steam will probably last another two or three years. Even now 12 slim-gage diesels are handling the major part of the traffic.

Also in service is narrow-gage Consolidation 286 (Baldwin, 1924), bought two years ago from the National by Papeleria de San Rafael and still lettered NdeM. She alternates with No. 5 Ten-wheeler (Baldwin, 1910) belonging

Retired NdeM Consolidation won't be scrapped but waits to be put on display in a Mexican park not yet decided upon

Engineer is waiting for clearance to enter the main line from the great Valley of Mexico yards.

to the former San Rafael & Atlixco, in providing afternoon service between San Rafael and Amecameca, 7 miles.

Northern Mexico's steam situation is slim but select. The FC Mineral de Chihuahua, operated by Aserco Mexicano, still uses one of its 4 narrow-gage Consolidations every day but Sunday. It makes two round trips daily from the smelter south of Chihuahua to the Santa Eulalia mines, 9 miles into the mountains.

Ascero's paralleling electrified line, with little green engines lettered FC El Potosi, extends about another 5 miles to the Santo Domingo silver mines. Through freight trains to Chihuahua run only 2 or 3 times a week. Switching operations at the smelter, involving standard-gage cars, are dieselized; but Consolidation No. 1942 (Baldwin, 1901) is on reserve. Records have been lost; the management thinks she came from the Illinois Central.

In Los Mochis, the Mexican Pacific still clings to steam. Three Baldwin 2-6-2's, one with a Vanderbilt tender, comprise the active roster, although an old Ten-wheeler in bad condition is stored outdoors. *The Official Guide* says its service is suspended between July 1 and December. However, one engine is always kept in steam for moving tank cars around the yard of the sugar mill.

To the south of Culiacan, the Western Railway of Mexico (*Ferrocarril Occidental de Mexico*) is still holding forth with two ex-U.S. Army 0-6-0's. Doodlebug passenger service has been dropped, but freight is run Monday through Saturday. Traffic is heavy. I was amazed to see a rather tiny switch engine wrestle 40 tank cars over the 19 miles of line to Navalato.

Elsewhere in northern Mexico, 3 steam switchers replaced by diesels are still stored serviceable by Pemex, Mexico's national petroleum company, at its refinery near Tampico. Permission to see or photograph them is well-nigh impossible. But Cervezia Cuahtemoc Brewery, in Monterrey, is more than happy to let you observe its only engine, No. 3, bat boxcars around the yards. She is a fairly modern Porter-built fireless cooker, the only one of its type in Mexico.

The narrow-gage Coahuila & Zacatecas has replaced 12 steam engines with 3 GM diesels. It has 6 steamers stored in bad condition at Saltillo, although Consolidation No. 10 has been reconditioned and repainted preparatory to

Still bearing her old National Railways of Mexico initials, 2-8-0 No. 286 now trundles logs for San Rafael paper mill.

Classic profile of standard-gage American type No. 351 (Baldwin, 1887) enroute to Progreso on the Yucatan peninsula.

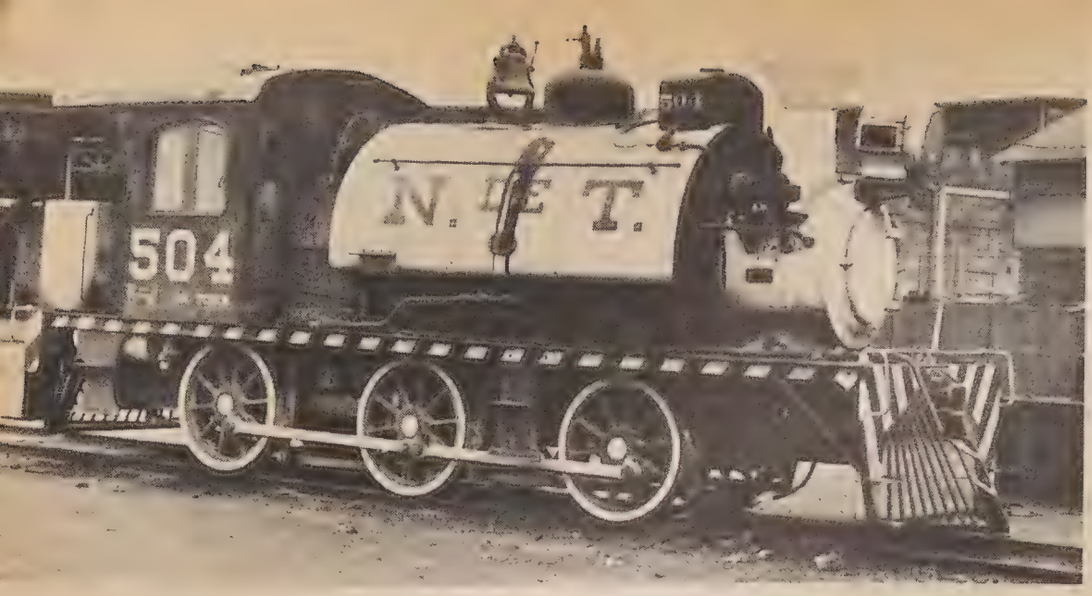
Primitive coach is coupled behind Whitcomb diesel of Belize Estates for a daily run to Gallon Jug in British Honduras.

Costa Rica's mule-powered railway offers three kinds of passenger accommodations; the "train" shown below is second class.

Mule Power

This odd "hayburner" railroad near Progreso in Yucatan is used mainly to haul sisal, from which rope is manufactured.

First-class "train" reaches terminal near Penhurst, Costa Rica, on railway pictured at the bottom of the facing page.



Freshly painted for exhibition, this inactive six-wheeler of the National of Tehuantepec, in Mexico, is waiting for the official decision on her ultimate resting place.

Tiny Mallet of *Penoles Mexicana* hits 30 miles an hour on well-ballasted track.

Mighty post-war Niagara of NdeM is now downgraded to ballast-work-train run.

being shipped to some railfan club in the United States.

I was pleasantly surprised to find steam in action on the nearby 2-foot-gage Minerales Penoles line which connects with the Coahuila & Zacatecas near Avalos. This company had previously sold its 0-4-0T No. 3 (Porter, 1927) and No. 1, rare 1902 Oreinstein & Koppel 0-4-4-0 Mallet, to the Boulder Scientific Co. in Colorado. The acquisition of a diesel for the 6-mile run between Avalos and the terminal was considered to mark the end of useful service for companion Mallet No. 2, but engine and shop crews have great affection for the steamer and usually fire her up every few weeks. Also, the diesel's yearly overhaul proceeds at a leisurely pace and the Mallet is used for at least a month at such times.

EQUALLY unusual was the discovery of Shay steam power at a copper and manganese mine near the end of NdeM's wholly dieselized narrow-gage branch at Teziutlan. The engines are still marked TCC, for the previous owner, Teziutlan Copper Co. Built by Lima in 1908, No. 2 is somewhat smaller and works only when No. 3, a 1911 product, is not available.

During the day, the engine to be used will be parked outside the plant gates, where most of the switching movements are done. In addition, once in the morning and once in the afternoon, runs are made to the NdeM junction about a mile away. Although this branch belongs to the company, it forms a wye with the NdeM, whose engines also run over it.

The Shays are the only geared engines south of the U.S. border. They produce voluminous smoke and a soft, rapid exhaust. Since a single Shay can haul as many cars as two diesels coupled together on the stiff grades to the junction, these relics seem to be safe for a long time to come.

The sole steam operator among sugar companies in the lowlands is the Compania Industrial Azucarera, located at Juan Diaz in the state of Veracruz. Its stable of 5 turn-of-the-century Consolidations and Moguls, all narrow-gage, is still active. CIASA also has standard-gage operation and a second 2-6-2 purchased from the Mexican Pacific to backstop the boomer acquired from the Parral & Durango. This line, however, operates only during the milling season, mid-December through May.

Moving over to the Yucatan peninsula in southeast Mexico, you can still ride behind steam but your choice is limited. Since 1961, the ranks of steam locomo-

Old Shay is still highballing freight in Mexico: No. 3 roars uphill at copper mine in Teziutlan.

Funeral car of Costa Rica's electrified Pacific Railway runs 8 miles to cemetery between a locomotive and a caboose (pictured at the right).

tives on the United Railways of the Yucatan have been sadly thinned. From a total of 39 narrow-gage and 12 standard-gage steamers, there remain but 15 and 5 respectively.

All narrow-gage passenger and mixed service is dieselized. So are standard-gage passenger runs between Merida and Campeche, but the Merida-Progreso dual-gage line still boasts daily, steam-powered, mixed trains. Only one trip a day is run now, instead of two; the motive power is usually one of the two remaining standard-gage 4-4-0's. Engine 350 (Baldwin, 1914) alternates with 351, built in 1887. On rare occasions Ten-wheeler 352, vintage of 1881, handles the run. Best time to ride or photograph these locos is on the 7 a.m. northbound trip to Progreso.

The past decade has seen the abandonment of Mexico's most unprofitable lines and a real attempt at modernization. There has been talk of incorporating the UdeY into the National Railways of Mexico, although it is not a money-maker. Some simplification in locomotive numbering took place in 1963; n.g. engines are now in the 200's, standard-gage in the 300's. In each grouping, numbers ending in 50 or more represent steam; the others are diesel.

Except for an occasional work train or extra freight, steamers are rare on this line. On a typical day, one n.g. and one standard steamer are assigned to yard duty in Merida. These two, plus the engine on the Progreso mixed train, may constitute the only steam activity. By contrast, a recent schedule shows 8 of the 10 diesels active on a given day. Also, diesels of the Sureste run through over the UdeY's rails and handle most of the interline traffic.

Engineer Mejia Herrera, superintendent of motive power and equipment, told me that he thought all steam could be replaced within 3 years. He said the railway would swap its 1887 American-type locomotive for a 500-hp GE diesel.

GREATEST concentration of steam power in our hemisphere is owned by the International Railways of Central America, but the total number has dropped since 1960 from 130 to 92. Usually less than 20 steamers are in use on a given day. Restrictions on foreign exchange have slowed dieselization in Guatemala, but El Salvador's freight lines are now completely dieselized and so are all passenger runs except the Guatemala City-San Jose local.

Since the inbound train is due in Guatemala City at noon and the outbound passenger leaves for San Jose at 11 a.m. the meet is usually made at Moran, 15 miles from the capital. Often an extra steam-powered freight from Escuintla is coupled onto the front of a passenger train to avoid an additional movement. Thus the travelers have to spend time sitting on their behinds while the lead loco spots cars on the sidings.

The IRCA management is most hospitable to railfans and will gladly tell you of scheduled steam movements. The Viaducto de las Vacas, some 240 feet high, just east of Guatemala City, is a good vantage point for shooting trains. At least one or two local steam-powered freights move westbound every afternoon. Occasionally you can see one of the longer triple-powered through freights. As is customary with this railroad, engines are spaced out in the front, middle, and end of the train.

(Left) NdeM steam. Niagara 3036 (Bald., 1946). Background: 639 (Bald., '83) and 504 (Kitson, 1904). (Below) *Ascero Mexicana* 2-8-0 reputedly came from the Illinois Central.

Mikados 173 (on head end) and 180 and 182 (not shown here) haul 14-car train up westbound grades to Guatemala City.

Another triple-header: International Rys. of Central America freight crosses river 15 miles east of Guatemala City (the third engine is 8 cars behind second one).

Elsewhere in Guatemala, 3 small sugar lines have steam power. Ingenio Palo Gordo, a sugar company in the town of the same name, has 2 wood-burners, its sole motive power. Both were built by Henschel, the 0-4-0 in 1927, the 0-6-0 in 1913. Further south, the Pantaleon sugar mill near Santa Lucia keeps a German-built 0-6-0 but relies primarily on its 4 diesels. At Finca Concepcion, near Escuintla, 2 Orenstein & Koppel 0-4-2's, built in 1922, help move the sugarcane. All three plants use steam only during the milling season, November to June.

The Concepcion plantation also grows coffee, but this crop relies on a diesel leased from IRCA—a strange little engine that emits more smoke than most steamers. Another curiosity is the 7-mile coffee railroad of Finca San Francisco Miramar which crosses the Pacific Coast highway at Colombo. A 2-foot-gage Davenport makes the run to the 36"-gage IRCA connection near Genova.

Often overlooked is the Guatemalan common-carrier Verapaz Railroad, a 3-foot-gage line located 165 miles northeast of Guatemala City and covering the 28 miles between Pancajche and Panzos. The line is government-owned. Service is once a week, on Thursdays only, the power being provided by either

No. 4 or No. 5, identical GE 150-hp. diesels built in 1942. The consist is one baggage-freight car and one passenger coach with a baggage compartment. There is no other rolling stock.

Reaching the line on a Monday, I managed to charter the train for only $2 for a run that took the better part of an hour. No inflation there! The regularly scheduled round trip is just 56 miles and average speed 4 miles per hour—making it one of the world's slowest scheduled passenger trains. (Mt. Washington Cog Railroad trains in New Hampshire average only 3.2 miles per hour.)

In the shops are preserved 3 rusty Baldwins: a 4-4-0 rebuilt in 1931, a 2-6-2 built in 1928, and a 1929 Mogul. None have run for years, but scrapping is too difficult. Besides, there is no market for the old metal.

Guatemala claims to have another railroad in what it terms the province of Belize but which the rest of the world calls British Honduras. There has been a long-standing dispute between the two nations as to legal right of possession. The railroad belongs to Belize Estates, Ltd., the country's largest producer of mahogany. Logs are transported from headquarters at Gallon Jug over a meter-gage line 30 miles to Hillbank, whence they are towed down-river and over open seas more than 150 miles to the capital, Belize, from which they are exported.

To visit this railroad you have to charter a small plane in Belize. The quaintly-named town of Gallon Jug is deep in the forest near the Guatemalan border and most of the terrain is swampy. The company has a guest house there but advises visitors to come between January and June, the non-rainy season.

Two Whitcombs provide the motive power. Steam has not been used since World War II. Rusting hulks of the two Porter Moguls rest in heavy bush alongside the rail line. The daily run to Hillbank starts about 9 a.m.; round trip takes nearly 7 hours.

BY CONTRAST, some of the fastest train running south of the border is done in Honduras. Steam-powered passenger trains of the National Railroad of Honduras (NdeH) hit better than 50 miles per hour between Puerto Cortes and San Pedro Sula, 37 miles, and traffic is heavy.

All NdeH trains are handled by 10 identical war-surplus 2-8-2's (Baldwin, 1945). The Tela Railroad has 6 small diesels for dock and yard switching, but

Costa Rica: you must take a dugout canoe, shown here, to cross river from Northern Railway's Fortuna branch at Penhurst and board the mule-train at Puerto Limon. (See photographs on pages 22 and 23.)

Oldest active loco of Salvador Railway, No. 5, a Consolidation built by Cooke in 1893, switches at Sansanate depot.

Three-way meet at Sitio del Ninos on Salvador Railway: (left to right) engines 11, 6, and 7, leased from IRCA.

(Left) Oldtime Shay, No. 3 of *Ferroaleaciones Teziutlan*, still switches at Mexican copper mine.

Due to shortage of locos, muscular switching is done at Manague depot of Pacific Rys. of Nicaragua.

its road movements are still the domain of the 26 Mikados. The heaviest are 8 Krupps (1941), but passenger trains and lighter movements are generally powered by one of the 15 war-surplus Baldwins, identical with those on the NdeH. Three other smaller-drivered 2-8-2's (Baldwin, 1940) came from the Southern Railway of Costa Rica, also owned by United Fruit.

Main shops are located in Tela. Steam passenger service is offered to La Lima, to Progreso, and Puerto Cortes. Headquarters for United Fruit is La Lima, from which more freight movements are scheduled than in Tela. Most loaded fruit cars are picked up at close of day, which means the dispatching of 3 freights between 4 and 5 p.m. As a rule these freights exceed 100 cars each and arrive in Puerto Cortes near midnight. Empty cars are placed on plantation sidings in the early a.m. on the return runs for another day of loading.

The Standard Fruit Railway, which connects at Tela, is "out" for steam railfans. Its track gage (3 feet) is narrower than that of the other two Honduras lines (3½ feet), but steam is heard no more. The small Moguls and Consolidations which gave this line flavor have been scrapped except for a handsome little Porter 2-4-0 dock switcher named *San Jose*, displayed in a La Ceiba park.

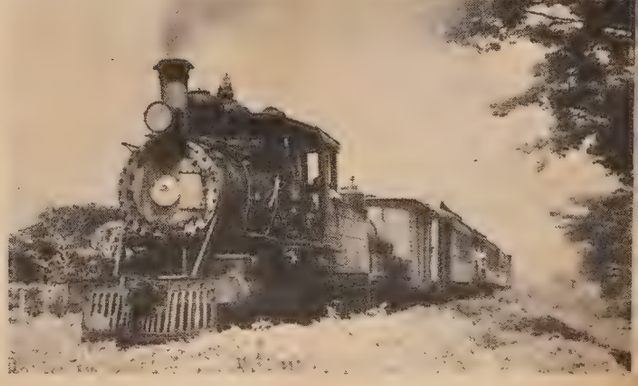
At first glance, an almost equally sad fate seems to have befallen the picturesque Salvador Railway. Upon arriving at the Sitio del Nino junction where both the morning and afternoon passenger trains from San Salvador, Santa Ana, and Sonsonate have a 3-way meet, I noted with surprise that none of the trains were powered by Salvador Railway engines. The engines were modest-sized IRCA Consolidations. At the shops in Sonsonate I learned that only 5 of the road's 17 steamers were considered operable, and so 4 engines are permanently leased from IRCA. The 12 bad-order locos are kept in the old shops there. The concession at the Salvador Railway runs out next year, after which its fate is uncertain.

The 3 oldest engines are out of service; but No. 5, a rare Consolidation (Cooke, 1893) is active. Ten-wheelers 6, 8, and 13 can still be assigned. So can the newest power, Consolidation No. 14 (Baldwin, 1925). Four ex-Oahu Railway locos are out of service.

Besides the three IRCA engines assigned to passenger-mixed trains, a loco is always needed to handle freight between the port of Acajutla and Sonsonate, 12 miles. Often this run utilizes one of the original Salvador engines.

Moving south to Nicaragua, we find unhappily that diesels have just about killed steam. From a total of 35 steamers in 1960 on the Pacific Railways of Nicaragua, only 8 remain. Gone are the two vintage 4-4-0's (Baldwin, 1887) as well as two of the new Henschel 2-8-2's (1953). Small GE diesels began arriving in late 1964; now only the Leon-Rio Grande daily mixed train is still steam-hauled. Two Baldwin Moguls and a Ten-wheeler are kept in Leon to protect this branch, with only one in service at a time.

(Left) Mikado of Tela RR. at engine shed in La Lima, Honduras. (Below) Extra water car is used by 4-6-0 No. 21 (Baldwin, 1911) on a Pacific Railways branch in Nicaragua.



Old and new meet in Leon, Nicaragua. No. 21, a 4-6-0, will proceed over 53-mile branch to town of Rio Grande. No. 54 (GE, 1953) has mainline passenger run.

At some date in the milling season, December to May, you should visit the sugar mill at San Antonio, where a small Porter Mogul helps 4 Davenport diesels to bring in the cane. The Port Authority of Corinto also operates its own little railroad with one small diesel. Behind the enginehouse stands old No. 1, a very rare 0-4-4, now out of service. The builder's plate identifies her as Davenport but gives no date. Port officials have no records on her. Perhaps some reader can determine the date from the construction number 1037.

COSTA RICA's railroads are well-run and modern but have some of the strangest rail operations in Central America. The first is the Pacific Railway's funeral car. This completely electrified line runs from the capital, San Jose, to the Pacific port Puntarenas, with frequent service over the 70-mile run. A cemetery located 8 miles from Puntarenas has no convenient means of access except the railway. The departed as well as mourners use a special robins-egg blue funeral car of wooden construction. Its furniture is arranged so that the funeral party can view the deceased at the center of the car. Normally one of two small diesel switchers kept at the port handle this run. At times, when one diesel is in for repair and traffic is heavy, the railway fires up its only operable steamer, No. 14, an old 0-4-2T built by Henschel. I learned that in 1965 nearly 100 funeral runs were made but only once did the little teakettle get the call. Also of interest is the One-spot, an 1898 Dickson 2-4-0 on display outside San Jose shops. Long ago, she replaced burro power.

San Jose's other railway, the Northern of Costa Rica, runs to the Atlantic port of Puerto Limon. Except for Mogul 50, on exhibition at the station, it is completely dieselized. Far off the main Limon-San Jose line you can see possibly the oddest motive power in the western hemisphere: engine 189, a former PCC streetcar from Baltimore, converted with a GM diesel motor and used for passenger and mixed service.

Another reason for visiting the Atlantic side of Costa Rica is the sight of what probably is the last common carrier mule-train in our hemisphere! This line is slated to cease operations by June and has already been shortened from 10 to 6 miles as work continues on a road to replace it.

Located only 25 miles south of Limon, it is surprisingly easy to get to. The Northern Railway runs 4 trains a day on its Fortuna branch which serves the village of Penhurst. The trip takes 90 minutes; most convenient departure is 9:15 a.m. Terminus of the mule-train, opposite the river at this point, is reached by means of dugout canoe for the 10 minute crossing!

The mule-train is scheduled to connect with all regular trains to and from Puerto Limon, so you won't have to wait very long. Tickets to Cahuita, the other terminus, are sold for first, second, and third class and cost the equivalent of 14, 12, and 10 cents each way. The first class car has benches and a roof, the second class has benches but no roof, and the third class has neither.

The line was built in the early 1920's to transport bananas grown in that area. A blight in the thirties shifted banana production to west coast plantations, so commercial cultivation was abandoned on the Atlantic side. Transportation had been performed by a little Porter-built 0-4-2. This one and only loco is now rusting away on a siding.

Track is in fairly wretched condition; pounding hooves have dug deep holes between the rotting ties. As a consequence, the beasts of burden must lift their legs an additional four to six inches to clear the holes. Often they find it hard to get a firm footing.

The new road is being built right on top of the railroad right-of-way and in the construction area derailments are often caused by dirt piled over the tracks. Completion of the road is due next June. Adventuresome souls who are interested in riding the mule-train had better hurry on down.

Rounding out the Costa Rican picture is the Southern Railway operated by United Fruit. The 3 modern Baldwin Mikados still used south of Golfito on this otherwise dieselized railroad are of the same batch as 3 sent to the Tela Railroad in Honduras. They are most likely to be assigned to the Corredor mixed train or for extra banana runs.

This concludes a brief review of steam in Mexico and Central America plus a few oddities. I would say that about 230 steam locomotives in the whole area are still operable, with the likelihood of about 50 being in service on a given day. The ranks have thinned, but the variety of equipment and operation is still considerable and well worth seeing in this the fading twilight of steam. ●

Mikado (Baldwin, 1946) hauls mixed train on Costa Rica's Southern Railway.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *I heard a radio newscaster say the Pennsy hauled a 300-car freight train from somewhere to Pittsburgh, but didn't get the details. Do you know anything about it?*

Yes. The Pennsylvania is believed to have operated the longest and heaviest train not only in the United States but in the world. Applying space-age technology to railroading, it used 8 radio-controlled diesel engines recently to move a 300-car train carrying more than 62 million pounds of iron ore from its yards at West Morrisville, Pa., to U.S. Steel's Pittsburgh plant.

This train was headed by three six-axle, six-motor diesel units totaling 8,750 horsepower. Two hundred cars behind these lead locomotives, were five more of the same diesel, adding 14,750 hp. for a total of 23,500 hp. to move the 30,146-ton payload.

Both locomotive units were equipped with Locotrol, remote locomotive control system of Radiation, Inc. Both power and braking operations were synchronized by radio control, which also distributed drawbar pull to keep stresses within allowable limits.

Power of the lead locomotives hauled about 110 cars; the five-diesel unit farther back pushed some 90 cars ahead of it, in addition to hauling the 101 cars behind it. Made up in West Morrisville yards, the train carried the ore over heavy-tonnage lines to the Enola yards across the Susquehanna River from Harrisburg, Pa., and to Altoona, where it was broken into 3 10,000-ton trains for the trip over the Alleghenies.

2 *Who built the first rotary snowplow, and when?*

Although the first snowplow known to North American railroads was a horse-drawn vehicle operated in 1826 on the Granite Railway at Quincy, Mass., there was no rotary plow until J. W. Elliot, a Canadian dentist, invented a crude one in 1869. His plow swept the snow off the tracks by means of a revolving wheel with four flat arms. Fourteen years later, another Canadian, Orange Jull, added a second wheel which turned in the opposite direction and acted as a cutter. The Chicago & North Western tested this plow in the winter of 1885-86 and found it unsatisfactory.

That same winter, an Oregon Railway water-service foreman named Lewis Bergendahl designed a workable machine while testing a windmill pump on which he was working during a light snowfall. Bergendahl lost no time in transforming his vision into a working model. It worked perfectly and became the grand-daddy of the modern diesel-powered rotary plow.

Snowplow, a new book by Gerald M. Best (reviewed in this issue), gives 28 pages of text matter and pictures to the history of rotary plows.

3 *Do you have a copy of Harry Kemp's poem "Freight Train"?*

Yes; it was in our June '35 issue.

I saw her grow in sight; I watched her wind;
Superb, she took the curve and fetched the grade;
Superbly leaped the long-linked cars behind
The laboring locomotive, serving trade.
With heavy, rhythmic wheels and flying truck
The hulking boxcar, rolling flatcar, struck
A distant symphony from rails and ties,
The sounding-board of which was hills and skies.
A ground-bird rose and gained a tree and sang.
Nearer the rushing wheels and boxcars rang.
The freight grew large beside a water tank.
She took her stance, impatient, while she drank.
With a long sigh for all the miles she'd gone.
Then, newly gathering resonance, she rode on.

4 *I understand the Shortline Railroad at Mount Gilead, Ohio, has just been abandoned. Tell me about it.*

The line was one of the nation's few village-owned steam railroads. The tearing up of its final eight-tenths of a mile of weed-grown trackage last December cleared the way for construction of a shopping center. Nothing is left of the line but an old depot, now used as a municipal building. For the past few years, only a few carloads of freight came and went over the short track connecting the village and center with the New York Central main line a few blocks away.

At its peak, the Shortline operated its own steam engine and passenger coach over two miles of track between Mount Gilead and the neighboring village of Edison. The Shortline's own trains halted in 1929, and the Central leased its righ-of-way. Some trackage was ripped up then, leaving only the short spur into Mount Gilead.

The Shortline, organized May 29, 1879, issued $18,000 worth of bonds to build its track and buy equipment.

5 *History, please, of the Grand Rapids & Indiana Railway.*

The GR&I Railway was incorporated in Michigan on July 11, 1896, and in Indiana two days later as successor to the GR&I Railroad, which had been sold under foreclosure the previous June 10th. The new company took over the property Aug. 1, 1896, and bought the property rights and franchises of the Muskegon, Grand Rapids & Indiana and the Traverse City railroads May 1, 1917. After operating the Cincinnati, Richmond & Fort Wayne for some time, it sold that line in 1927 to the Pittsburgh, Chicago & St. Louis. Effective Jan. 1, 1921, the GR&I is leased for a term of 999 years to the Pennsylvania Railroad. Total mileage, 472.62.

The above question came from a Michigan man employed by the Ann Arbor Railroad but now furloughed for military service overseas: Pfc Bruce Delater, US 55868775, Co. C, 54th Inf., APO San Francisco 96312. Bruce wants readers to supply information on the GR&I and the Duluth, South Shore & Atlantic.

6 *Which was the* first *Camelback with 4-4-0 wheel arrangement?*

According to Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138, who specializes in Camelback history, she was the Philadelphia & Reading's second No. 122, built at the

Reading Shops in Dec., 1878, and scrapped in June, 1899. He says the last 4-4-0 Camelbacks built were P&R's second 400 to 409, class D-8c (Reading Shops, 1911) and that the last existing 4-4-0 Camelback was the Lackawanna's 962, now in the National Museum of Transport, St. Louis. The P&R's No. 252, class D-10a, had the largest driving wheels (84¼") of any 4-4-0 Camelback.

7 *Are you familiar with "The Train That Never Came In"?*

Yes. This ditty is reprinted from a song sheet issued in about 1900 by the blind singer O. F. Saunders, Burlington Jct., Mo., and donated to our files by Morris W. Abbott. That's all we know about it.

One cold winter night,
When the smoke was curling bright,
From a tall and straight stack,
Did a train pull out
From old St. Louis—
But the crew, they never got back.

It was a sad farewell
To hear the signal bell,
As the brakeman dropped his pin.
For hours and hours
The switchman waited
For the train that never pulled in.

Said a tired brakeman
To his old conductor:
"I am dying for a smoke.
I have been out all night
To a brakemen's picnic
And I am loaded down with booze."

There was a look of scorn
And then of pity
As he gave him a quarter and a can.
He sent him out, that weary brakeman,
But he never came back again.

"One more trip" said the gallant conductor,
As he kissed his weeping wife;
"I have stolen enough from the railroad
To maintain us all our life.
We'll settle down in a quiet village,"
But alas, he's a poor dead conductor,
For the train that never pulled in.

Running Extra

"Someone asked about the wreck of the Southern's *Royal Palm,"* writes H.M. Caulkins, 124 Chimayo Rd., Rochester, N.Y. 14617. "It happened on or about Dec. 21, 1925, probably a week before the Southern put into effect its automatic train control and block signal system between Atlanta and Chattanooga. The northbound *Ponce de Leon* had been late out of Atlanta that day and when it stopped at Austell the road foreman of engines told the hogger: 'You can go back and ride the cushions; I'll take her into Chattanooga.'

"The orders called for a meet with the southbound *Royal Palm* at either Marietta or Rockmart, which was not the usual passing point. Apparently the road foreman forgot the meet; the *Ponce de Leon,* with throttle wide open and no brake application, rounded a curve and plowed into the standing train. Her conductor testified at the hearing that when he realized they weren't heading into the siding he got up to pull the emergency cord, but before he could do so hit. A brakeman standing on the tender of a freight which was 'in the hole' threw his lantern at the *Ponce de Leon* as the cab passed Afterward, it was found in the coal from the wrecked tender.

"Most of the persons killed were in the dining car and coaches of the northbound train. The diner was telescoped, its dining area being sheared off clear up to the kitchen. Among the dead were the *Ponce de Leon's* fireman and the road foreman."

"I aim to gather as much history as possible on Alaskan railroads," writes Milner L. Maynard, P.O. Box 585, Palmer, Alaska 99645, "such as the Copper River & Northwestern, the Yakutat & Southern, etc. How does one get it?"

A good way to start would be *The Alaska Railroad* by Bernadine Le May Prince of two volumes totaling 1092 pages, which may be bought for $30 from Ken Wray's Print Shop, 125 E. Fireweed Lane, Anchorage, Alaska. Another suggestion: consult any Alaska public library. There must be many readers of *Railroad Magazine* who know enough about the subject to help you.

Wanted by William R. Gordon, 811 Garson Ave., Rochester, N.Y. 14609: roster of the Fonda, Johnstown & Gloversville, especially data on its 4-4-0 engines 7 and 8. He asks, "Where did the FJ&G gas-electric car No. 340 go when sold to railfans?"

"Between what years were dated spikes used in track construction?" asks James W. Busche, 1448 Indiana Ave., Connersville, Ind. 47331.

List of active and stored steam locos in California, Nevada, and Oregon is desired by Joe Bispo, 4216 S. Fruit Ave., Fresno, Calif. 93706.

Item 1 in our June '66 department had a paragraph on the railroad built by George Magers in 1811 at Falling's Creek, Va. If any reader has additional information on this subject, Julian Tarrant wants to hear from him. Julian is assembling material on abandoned railroads in his area. Address: 112-A E. Cary St., Richmond, Va. 23219.

"There is a move to set up an NRHS chapter here in the Valley of Virginia," reports Bill Warden, one of our authors, 1216 Shamrock Lane, Waynesboro, Va. 22980. "Although I'm trying to keep from getting involved, I am being drawn inexorably into the project."

Railroad couplers have a special interest for Stewart C. McLeish, 87 Garland St., Everett, Mass. "I have much documentary material on this subject," he states, "including two original sets of U.S. patent papers dated May 22, 1883, and Feb. 18, 1902. Also letters from operating engineers of several Eastern roads, written in ink before the use of typewriters, telling the numbers of cars equipped with newly patented couplings and saying that after more than a year of continuous service none of them had failed.

"It may surprise you to learn that those couplings were perfected by a Maine woman, who later became a doctor. I have a Boston newspaper clipping which describes how a conductor rescued her from a burning railroad coach near Salem, Mass., and later married her." (We *are* surprised, Stewart. Please send details. Do you have the lady's picture?)

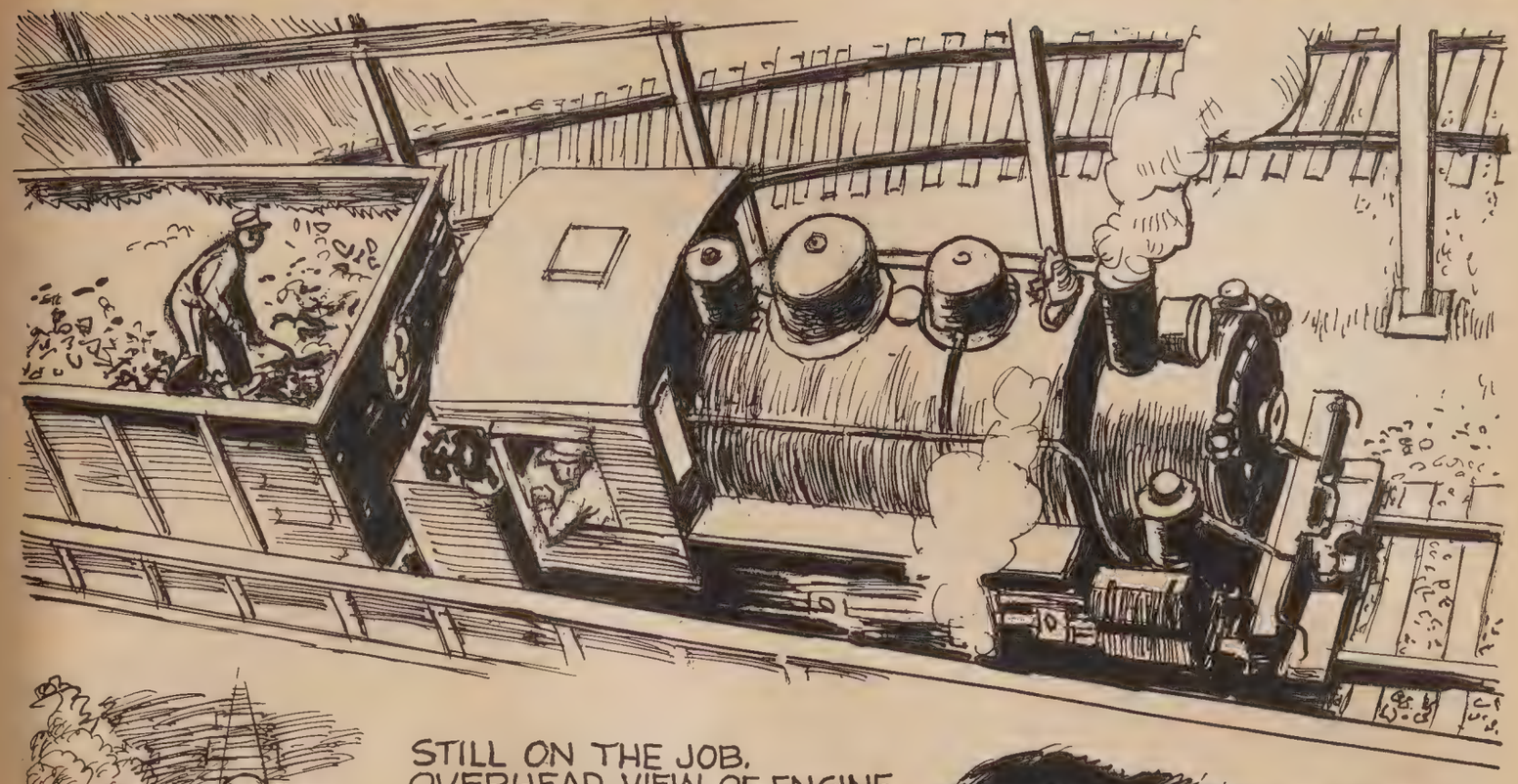
"Two of the many railroads which built locomotives were the North Pacific Coast and its successor, the North Shore, the latter being a predecessor of the Northwestern Pacific," writes James Lekas, 1413 W. Elm St., Lodi, Calif. "The NPC built two narrow-gage 4-4-0's No. 20 in 1900 (retired in 1920) and No. 21 in 1901 (scrapped in 1905). The 21 was the very first cabforward loco and gave the Southern Pacific the idea for cab-ahead Mallets.

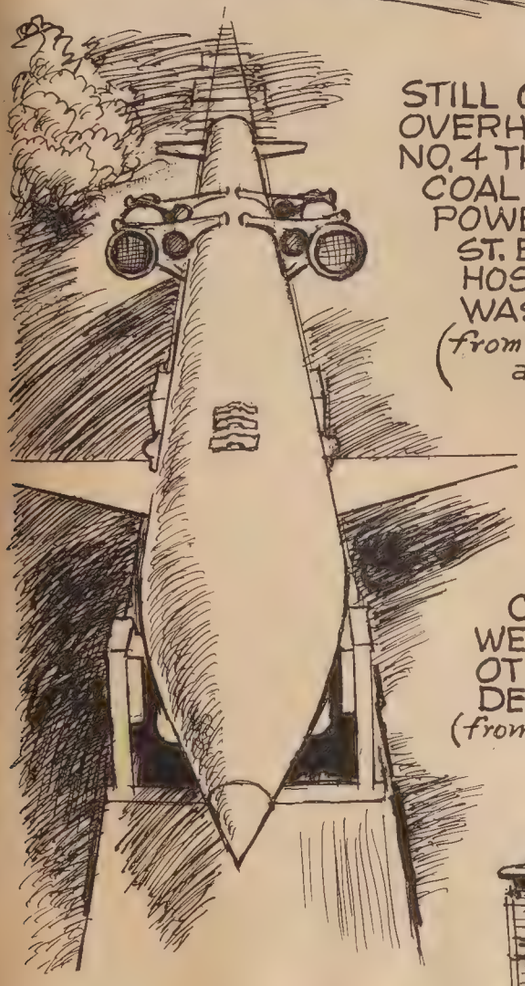
"In 1902 the North Shore built an electric loco, the *Electra*—which used so much juice that while she was running there wasn't enough power left to operate the interurban trains. Later she was sold to the United Railroads of San Francisco, finally to the Pacific Electric, and is now on display at Travel Town in Los Angeles."

Here's a tough question. "What is the English language equivalent of the Japanese term *kiseru-nori?"* asks Kenichi Inouye, 3745 S. Edgehill Dr., Los Angeles, Calif. 90018. *"Nori* means ride: *kiseru* is a Japanese slang word for stealing part of a train ride by paying only for the first and last segment of it." An American railroad employe riding a train as a non-paying passenger, with or without a pass, is known as a *deadhead,* but that doesn't answer Mr. Inouye's question. We don't think his term has an equivalent in our language. In fact, we've never heard of an American train passenger paying for only the first and last parts of one ride, but doubtless many a hobo has done it. ●

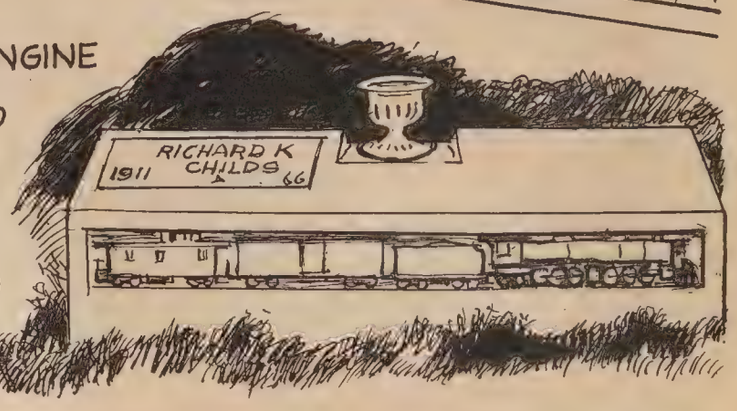
ALONG THE IRON PIKE

by Joe Easley



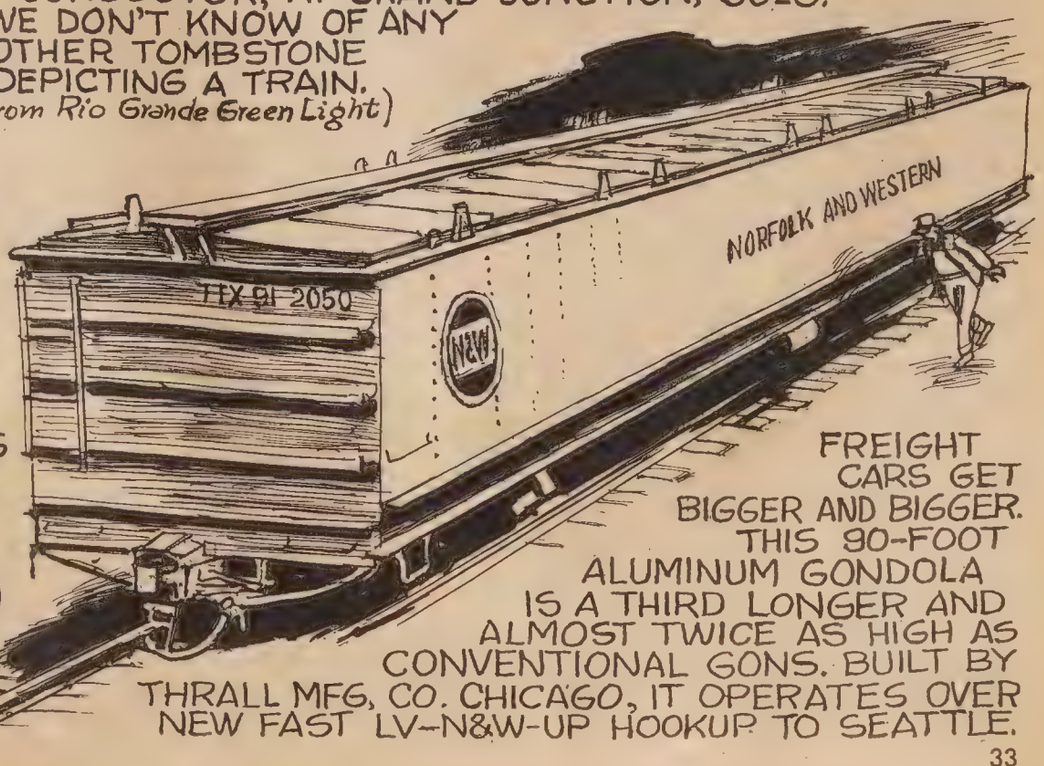


STILL ON THE JOB. OVERHEAD VIEW OF ENGINE NO. 4 THAT DELIVERS COAL EVERY DAY TO POWERHOUSE OF ST. ELIZABETH'S HOSPITAL IN WASHINGTON, D.C. (*from Medical Tribune and Tom Mack*)



MALLET LOCOMOTIVE, BOXCAR, AND CABOOSE ARE CARVED ON GRAVESTONE OF RECENTLY-BURIED RICHARD K. CHILDS, D&RGW FREIGHT CONDUCTOR, AT GRAND JUNCTION, COLO. WE DON'T KNOW OF ANY OTHER TOMBSTONE DEPICTING A TRAIN. (*from Rio Grande Green Light*)

JAPANESE PLAN JET-POWERED TRACKLESS TRAIN (NOT AIRPLANE) 702 FEET LONG CAPABLE OF RUNNING 621 MILES PER HOUR. WORKING MODEL SHOWN HERE HAS MADE 13 TEST RUNS INCLUDING 497 MPH ON UPHILL COURSE.



FREIGHT CARS GET BIGGER AND BIGGER. THIS 90-FOOT ALUMINUM GONDOLA IS A THIRD LONGER AND ALMOST TWICE AS HIGH AS CONVENTIONAL GONS. BUILT BY THRALL MFG. CO. CHICAGO, IT OPERATES OVER NEW FAST LV-N&W-UP HOOKUP TO SEATTLE.

Interesting Railfans No. 51

THOMAS C. SHEDD

by Freeman Hubbard

Tom Shedd, the editor of *Modern Railroads,* discusses with several staff members the articles planned for his next issue.

THOMAS C. SHEDD has the rare gift of being able to reject something with more graciousness than the average person puts into acceptance. Some years ago, when he was being recalled from New York to Chicago for the top position on the editorial totem pole of *Modern Railroads,* the monthly magazine of our industry, and was looking around for a successor to his job as eastern editor, I brashly applied for that opening, which paid more money than I was getting from the *Railroad Magazine.*

Tom greeted me like an old friend, made me feel instantly at home in his office. He gave me the impression that if only I had a little more industrial background, a little more of the management viewpoint, I would qualify for the job. I didn't qualify, of course, but I left his office proudly, with head erect and appreciation for his fine sense of understanding. He had done for me what I try to do every time I return an unsuitable manuscript that is sent to *Railroad Magazine:* he let me down easy.

Tom doesn't stand out in a crowd. He is 5 feet 10, rather slight, and he wears gold-rimmed glasses. He has a quiet sense of humor. His lack of ostentation is shown by the fact that for years he has been driving a Volkswagen, but his fund of railroad knowledge is enormous, his talents considerable, and his dedication to the proposition of doing a good job is beyond question.

"He seldom gets his dander up," says Frank Richter, the publisher of *Modern Railroads,* "and never at the expense of other people. And he never asks anyone to do what he can't do himself."

Before joining the staff of *MR,* Tom spent 9½ years running rail detector cars for the Association of American Railroads. The AAR operates such equipment on a lease basis, and also does research on the improvement of rail-testing techniques.

Tom reported eagerly for duty on August 1, 1941, on car X-101, which was then checking Illinois Central track at Centralia. In 1942 the Association built a new car, the X-204, and made Thomas Shedd the chief operator of this equipment. He recalls:

"During the war, rail-testing was an especially crucial task. The war effort must have been helped substantially by the derailments we prevented through finding defects in steel rails *before* they could break. I did much rail-testing on the Southern Pacific and the Pennsy and some on the IC, the Rock Island, Burlington, Cotton Belt, New York Central, Louisville & Nashville, Southern, and Soo Line."

I wouldn't call it easy work. The three-man crew, including Tom, lived and slept on the car in a room about 8 by 16 feet. This cubicle held three bunks, a water tank, a coal-oil heater, a shower and a water closet, a desk, a chair, and a clothes closet. There was

virtually no space at all in which to move around.

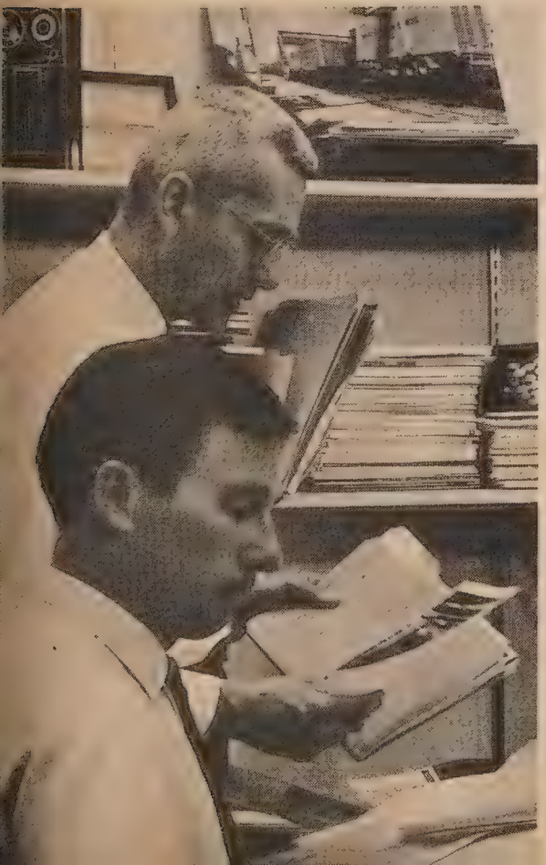
"Due to their cramped quarters," writes Charles G. Kaehms, now a retired SP electronic engineer, "the crew had to be congenial. Tom's amiable personality fitted him into such an assignment. When I first met him in 1942 the X-204 was operating on our track. I enjoyed visiting those three men after working hours in the harmonious atmosphere that prevailed. We often bought ice cream at the town's drugstore. Tom's great capacity for this dessert used to amaze me. Nowadays, when I know he's coming to visit my home in Oakland, Calif., which is very seldom, I make sure the refrigerator is well stocked with ice cream."

Unlike a caboose, the X-204 had no cooking facilities. The little crew, with Tom in charge, ate their meals in a nearby restaurant or on the business car which some railroads furnish to accompany the detector car. Tom's ability to utilize limited space to the utmost advantage has proven valuable in editing *Modern Railroads*. Despite the small size of his X-204 quarters, he managed to design and construct phonograph amplifiers in it and even build a tiny model railroad, for he has always been a model enthusiast.

"Tom has an interesting model railroad," says Frank Richter, "practically all designed and built by himself. At the times when he moved at first to New York and then back to Chicago, he meticulously crated every piece of model equipment so it wouldn't be damaged in transit. I daresay it took him about a year of spare time to crate, uncrate, and rebuild his entire system. While he was living in Connecticut, his line ran from one room to another."

Photograph by Ed Myers

Tom and art director Ed Simonek select pictures to use in *Modern Railroads*.



Kenneth M. Darling of Weatogue, Conn., who was engineer of diesel equipment for the New Haven Railroad when he became acquainted with Tom through an article on tonnage rating that appeared in *Modern Railroads*, says that, aside from his family, the biggest attraction at Tom's home was his HO model railroad.

"One day he sent out written invitations for a number of us to view the driving of the last 'golden' spike that would mark completion of his layout," Mr. Darling states. "Among the guests were neighborhood kids who used to help him with the railroad, including a lonely boy who had recently lost his father. We all assembled in the basement. Tom and his family took part in the ceremony. Afterward, each of us took home a tiny gilded spike as a souvenir."

Mr. Darling has this to say about his first meeting with Tom Shedd: "Right away, we found ourselves talking the same language. Everything seemed to click: similar age, somewhat conservative ideas about having fun, etc. Neither of us had ever been addicted to a gay social life. Tom is one of the most completely honest men I have ever known. His judgments of people and business dealings are solid and down to earth."

Born in Phoenixville, Pa., on June 2, 1918, the subject of this sketch boasts a railroad heritage going back in a direct line for three generations. His father designed bridges, including railroad bridges. His grandfather was chief engineer, then president, of a North Carolina shortline, the Randolph & Cumberland, which later became the Moore Central, abandoned in 1948. His great-grandfather, a noted civil engineer, helped to build the Cincinnati, Union & Fort Wayne prior to the Civil War. Tom still has some railroad passes of that era.

"His interest in railroads began at age three," writes his mother, Mrs. Margaret C. Shedd. "To amuse our two boys my husband brought them a cast-iron, mechanical, wind-up train. I have a vivid memory of little Tom propped up with pillows on the living-room floor running that train."

At age four the lad moved with his family to Urbana, Ill., where his father

Editorial conferences pay off with better layouts. (Left to right) Ed Myers, engineering editor; Tom Shedd, and Ed Simonek, art director of the magazine.

joined the University of Illinois faculty. For Christmas of 1926 he gave Tom an Ives electric train set. Ever since, Tom has been tinkering with model railroads, off and on; today he is life member No. 17 of the National Model Railroad Association and there's a large and complex model layout in his home at 1249 Maple Avenue, Wilmette, Ill. 60091.

As a small boy he often rode his bicycle with companions to the Illinois Central shops and roundhouse, two or three miles from home. "We'd prowl around there," he recalls, "to watch the trains come and go and change steam engines and to see the switchers batting cars around the yard."

In the early 1930's he became an avid reader of *Railroad Magazine*. At one time he collected public timetables but quit that long ago. Although photography has never been one of his major hobbies, Tom has taken many pictures of trains—and still does, as part of his job on *Modern Railroads*.

While attending the University of Illinois (1936-'40) he belonged to the Illinois Railroad Club. After graduating with a BS degree in railway electrical engineering, he applied to several railroads for a job but was not hired because he had no practical experience. Tom Shedd had been on the editorial staff of his engineering college magazine; with this background he landed the associate editorship of *Telephony*, a weekly publication, and stayed on for about a year. Then he hired out to the AAR in rail detector service because railroading appealed to him very much. The years that followed were, for the most part, happy years.

"Sometimes I look back on them with nostalgia," he tells me, "but the AAR work became a lot less attractive after I married; it kept me away from home too much. So, even though by 1950 I

had been advanced to supervisor of detector car service, headquartered in the Chicago lab, I decided my future lay elsewhere."

That year his AAR and editorial experience emboldened him to answer a help wanted ad which he saw by chance in the *Chicago Tribune,* for an editorship on *Modern Railroads,* then five years old. For several months nothing came of his application. Then, effective January 1, 1951, Frank Richter took him on as associate editor at the Chicago office.

In 1952 Tom was transferred to New York as *Modern Railroads'* eastern editor. *MR* had never before had an eastern editor, so he started from scratch. Working pretty much by himself, without the detailed responsibilities of a regular editorial office day after day, he found the job delightful. I can understand that. During the years when I was only associate editor of *Railroad Magazine* I had considerably more time and opportunity for creative writing than I have today as editor. Like Tom Shedd, I get more fun out of creative writing than I do out of editing.

However, in 1959, Mr. Richter was elevated to the position of publisher and called Tom back to Chicago to be the top editor of *Modern Railroads.* The task of editing a national magazine is most demanding, as I can testify.

"It requires, among other things, judicious work with people," Mr. Richter says. "On the rare occasions when relations in our office are strained, Tom's viewpoint is likely to be the right one. But even when it is and when his demands are fair, he just won't push his case enough. Instead, he finds other ways of getting results. Tom is the opposite of the Madison Avenue type. His interests lie elsewhere. That goes for railroads, editing, model layouts, photography, music, the radio type of electronics, and, of course, his family life."

Which brings up the fact that one lucky day in 1947, at the Hyde Park United Church in Chicago, he met a brown-eyed, lively, dark-haired girl named Jean Elizabeth Noderer, of exactly his own height and sharing many of his dreams and illusions of what life should be like. Although she had no railroad background, he married her in 1949. They have three pretty daughters: Jean, age fifteen, and ten-year-old twins, Margaret and Janet. The mother is active in Girl Scout and Presbyterian church work.

But although Tom Shedd has a whimsical sense of humor, he is basically serious and maybe too conscientious for his own good. "Sometimes I feel that he was born grown up," his mother writes. "As a youth he did not mingle very much with the crowd but went separate ways with a select group of friends. Two of them had tragic ends that affected Tom deeply. One was captured when the Japanese took Corregidor, held in a prison camp in the Philippines, and killed when American fire sank the ship on which the prisoners were being transferred to Japan. The other fellow, told by his doctor that he was going blind, committed suicide on the Berkeley campus!"

A publication such as the one that Tom edits is really two businesses: it is a publishing venture and its goal is to make a profit, but in order to do so it must be useful to the industry it covers. Unlike *Railroad Magazine,* which is not a business journal, *Modern Railroads* is not sold on the news-stands but is mailed free to qualified railroad executives, key figures in or allied with the railroad industry, certain editors, and the like. Others may subscribe at $10 a year. Its main source of revenue is the money received from its advertising.

MR's basic purpose, as Tom puts it, "is to assist the railroads and rail transit operators as they strive to become more effective competitors in the transportation markets they are best suited to serve." The editorial content is designed to stimulate and inform the thinking of management people through well-researched special articles and reports on trends; features which tell how certain rail operators are meeting problems, either managerial or technical; descriptions of new equipment and products; provocative editorial comments, and news developments.

"If there is any one theme we've tried to emphasize in *MR,*" the editor points out, "it is the necessity of the railroads relying on their own initiative, rather than trying to lean on the Government to solve their problems. We know and frequently comment on the unfairness of Federal policies toward the industry, but we feel that if the railroads take advantage of the very great opportunities for improvement that are open to them, they will be more likely to get a sympathetic ear from the Government in trying to get the rules changed."

Tom has charge of a staff of seven full-time editors and several part-timers. His principal job is setting the magazine's contents and deciding which areas of railroading are "hot" enough for feature articles. He is also responsible for "contact" work and numerous administrative duties.

As editor, he is expected to attend meetings of the railroad associations and clubs, serve on industry committees, and take part in such organizations as the American Society of Business Press Editors, of which he is currently a director. In 1940 he joined the Railway & Locomotive Historical Society, later dropped out, rejoined in 1959. Today he is also a member of the Association of Railroad Editors, the American Assn. of Railroad Superintendents, the Locomotive Maintenance Officers Assn., the Railroad Public Relations Assn., the American Railway Engineering Assn., and several other groups.

Tom's duties also include writing editorials each month and often contributing feature articles. His job

Photograph by Thomas C. Shedd

Margaret and Janet, the ten-year-old twins, play parchesi with their mother, while their big sister, Jean, fifteen years old, looks on, ready to offer advice if needed.

requires a lot of traveling and he makes almost all of his North American trips by rail.

"I enjoy riding trains," he tells me, "even mediocre ones. If the U.S. railroads keep taking off passenger runs I may one day be forced up in the air, but as long as there are trains to ride I'll stick to the rails. I see no future in the railroad passenger business as we have known it. In my judgment, the roads are making a mistake in giving up on this market, but the economics of the conventional rail passenger service have become unworkable.

"I wish more railroads would show an interest in coming up with really advanced technology that could be combined with rationalized labor contracts and market-oriented pricing. Then I think there *would* be a future, especially in the short- and medium-haul runs; and there would be a market for overnight sleeping-car runs if the service and rates were right.

"Canadian National deserves the greatest praise for its approach. I hope CN will be successful; if it fails, there is little hope for passenger trains in the future, except for some subsidized local and commuter runs. Much depends, too, on the success of the high-speed experiments in the Northeast Corridor. If I had a son who wanted to work in passenger service on CN, the Long Island, or one or two other roads, I'd say, 'More power to you!' But if he hoped to make a passenger-service career on railroads in general I'd probably try to discourage him."

The highlights of Tom's editorial career have included railroad seminar tours sponsored by *Modern Railroads*, one to Europe in 1964 and an Oriental tour of the railroads in Japan, Taiwan, Hong Kong, and Thailand. Professional railroaders like John W. Barriger, now president of the Katy, go along on these trips. A short time ago Tom Shedd and Bob Spark, European editor for *MR*, collaborated in writing a new "Railroad" entry for the *Encyclopaedia Britannica*. Both men are well fitted for helping to bring this classic reference work up to date. When Tom was eastern editor for *MR*, he wrote more feature articles than he does now. He even prepared several complete issues of the magazine covering "in-depth" studies of individual railroads.

Says he: "I'm rather proud of my work on these special issues, such as those on the Southern (April '53), the Pennsylvania (Nov. '56), and the Seaboard (April '58). Each involved much travel, visits to facilities of the carrier involved, researching, and writing 20 to 30 separate articles."

His greatest problem seems to be finding time amidst all the non-productive routines, the meetings to be attended, and the administrative duties, to turn out some productive work—that is, material for the magazine. "Of course," he says, "staff members supply the bulk of our material, but I still need to produce articles, too."

I would like to see you write books as well, Tom, if you can ever find time. Our industry needs the kinds of books you could turn out.

I asked about the future of the diesel-electric locomotive. "It is a very efficient piece of machinery," he says, "but eventually will possibly be replaced. Various types of prime movers with few moving parts are being tested. None seems immediately ready to take over, but some day perhaps one will. I'm watching with great interest the attempts to use jet engines on trains (the Long Island, New Haven, Department of Commerce, and CN). If they work for passenger runs the diesel may soon have a new competitor for freight; and if the railroads can hold or increase their share of the freight market, I can see electrification of some heavy-traffic lines before too many years."

Changing the subject: "What I like most about my job is that it keeps me in touch with what's going on in every area of railroading: top management, operations, equipment, engineering, signaling, etc. This is an opportunity denied most railroad men, who must be concerned with the details of their own specific jobs. I suppose I like *least* the office routine and the way mail piles up in my absence."

Here in the *Railroad Magazine* office, I feel the same way about the daily treadmill and the constant accumulation of mail to be answered. As with most other editors, Tom's reading outside the large amount necessary to his work is sharply limited—eyes just can't take it. However, he enjoys history, especially U.S. and English; some light fiction such as P. G. Wodehouse; and such magazines as *National Geographic*, *American Heritage*, and those having to do with his few hobbies.

His desks at office and home, like those of most working journalists, are often in a mess. Correspondence, clippings, memos, pictures, books, manuscripts etc. are heaped up while you are writing an article or putting out the magazine; and then—too often after a very long delay and complaints like "Why haven't you answered my letter of the 18th?"—you finally get around to cleaning out everything, and the rat race starts all over again.

Although Tom tends to eat in leisurely fashion and prefers "steak and potatoes" type food, plus ice cream, he is open-minded about exotic dishes and really enjoyed the meals served on his recent Oriental tour. Like myself, he does not smoke, drink, nor use drugs—except aspirin, which he says "every editor needs plenty of."

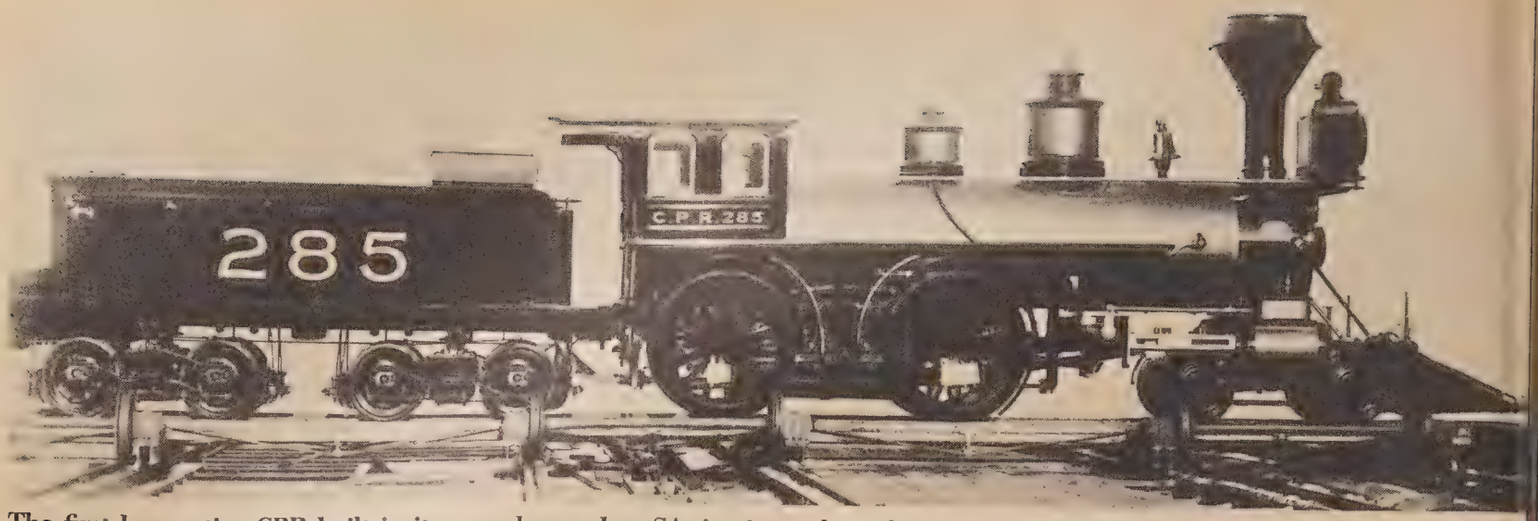
"My pet peeve," he declares, "is the 'something for nothing' psychology that has infected our national life for the past third of a century and is rapidly destroying the republic our founding fathers sacrificed so much to establish. Part of this psychology is the feeling that the solution of every problem is simply, in effect, to print more money—the inflation robbing everyone and making it difficult for a person to save, to be self-reliant and stand on his own two feet. I can't understand why so many people refuse to see that we are following the same reckless path that destroyed ancient Rome and other great civilizations in the past."

Tom also is irked by the traveler who rides trains only when the airlines are down, and complains about service.

"I am fond of walking," he says, "especially in rural areas, but I am no hunter or athlete, and rarely look at television. The time I have available for recreation is very small. I'd rather use it listening to good music or tinkering with the hi-fi or model railroad. We live in a house on a corner lot, which keeps me busy raking leaves, cutting grass, shoveling snow, and so on."

I inquired how he felt about *Railroad Magazine* and *Trains*. "It's difficult to compare them," he says, "because they do somewhat different jobs. *Trains*, of course, is slicker, but I also like much of *Railroad's* material. For instance, your recent feature on railroading below sea level along the SP struck a strong note of nostalgia with me. *Railroad* has a well-defined niche of its own, serving both railroad employees and railfans. I never really understood, though, why you don't seem to attract a higher quality of advertising."

Answering a final question, Tom Shedd says: "Few of us can hope to be remembered for very long after we've gone. I'm not worrying about that. I do hope I'll be remembered as a good husband and father; also as a man with a deep and abiding faith in the railroad industry who tried to help it along the road to a useful and vital future in the nation." ●



The first locomotive CPR built in its own shops, class SA, is pictured on the transfer table at Delorimier in November, 1883. The transposition of steam and sand domes and typically clean lines were due to the noted designer, Francis R. F. Brown.

Canadian Pacific Built 1,056 Engines

by Omer Lavallee

All photographs from Canadian Pacific Railway

CANADA has had a native locomotive-building industry since 1853, when James Good of Toronto outshopped his first steam locomotive, the 4-4-0 named *Toronto*, for the Ontario, Simcoe & Huron Union Railway. Smaller works flourished in the 19th century, but the Dominion's production of steam power was concentrated in the cities of Kingston and Montreal at the plants of the Canadian Locomotive Company and Montreal Locomotive Works, Ltd., respectively. Besides domestic orders, both firms dealt in export business, and their engines can still be seen today in many parts of the world.

The existence of CLC and MLW, however, tends to obscure the fact that some individual railway companies in Canada, as elsewhere, built steamers in their own facilities. This was particularly true of the Grand Trunk Railway of Canada, whose famed works at Point St. Charles, Montreal, outshopped its first locomotive in 1859, and the Canadian Pacific which, in Montreal, produced a total of 1,056 locomotives during a 61-year period.

Use of such cliches as "sea to sea" and "from the Atlantic to the Pacific" in accounts of the genesis of the CPR tends to give the impression that the saga of building that railway as the "national highway" of Confederation proceeded from Atlantic tidewater to Pacific tidewater. This was not so, even allowing that Montreal is on a navigable route from the Atlantic Ocean. We do not diminish the accomplishments of the Canadian Pacific syndicate one whit to say that it took advantage of already existing railway lines in laying rail to the Pacific Coast.

The Canadian Pacific proper, as envisioned in its charter, started at Callander, Ont., 350 miles west of Montreal, at the end of the older Canada Central Railway. It depended upon the acquisition of eastern lines such as the Canada Central and the Quebec, Montreal, Ottawa & Occidental for connection to Ottawa, Montreal, and Quebec. While the transcontinental was being built, the leasing or buying of such systems became policy, and when the last spike was driven November 7, 1885, the CPR became truly a trans-Canadian carrier, well rooted in the East, with lines to all principal cities.

The acquisition of small regional railways included a heterogeneous mass of facilities and equipment, especially locomotives and cars. Among this power were such things as Canada's second steam locomotive, a 4-4-0 that had started life in 1837 as a Norris-built 4-2-0, and a 4-4-OT built in the 1860's for the North London Railway in England; also many second-hand engines from the United States, including a 4-6-0 built by Baldwin for the Pennsylvania Railroad about 1869 and a construction engine to which a contractor had given the name *Countess of Dufferin*, the lettering "Canadian Pacific," and the number one but which was never, at any time, No. 1 of the Canadian Pacific Railway Company.

One of CPR's first corporate acts, in 1881, was to order rolling stock from Canadian, American, and British firms. The first locomotives to be delivered, in autumn of that year, were several Portland-built 4-4-0's, among them the original No. 1.

While the company had an interim construction and operating organization dating from May 1, 1881, including a mechanical superintendent (F. C. Butterfield), the permanent organization was not set up until January 1, 1882, with the hiring, on that date, of William Cornelius Van Horne.

Van Horne, a remarkable American railroad man, was to become one of the most renowned citizens of his adopted land, eventually achieving knighthood. Although pressed by a self-imposed

Angus Shops, about 20 years ago: No. 3101, 4-8-4, class K-l-s, is being separated from her wheels for class one repair.

deadline to build the transcontinental line well within the contracted time of ten years, he gave careful thought to the appointment of his senior officers. And so, to take charge of the "inherited" locomotive stock, the variety of which was becoming a problem, he took a characteristic Van Horne step. He "raided" the CPR's arch foe, the Grand Trunk Railway, and from its Point St. Charles Works in Montreal he lured away Francis R. F. Brown.

BORN in Scotland in 1845, young Brown entered apprenticeship on the Great Northern Railway of England at age 17 and became a locomotive foreman in August, 1870. The following February he received another promotion, but found life on a staid British railway in the mid-Victorian era too uneventful for his ambition. So in 1874 he took passage to India to accept an official post with the Great Indian Peninsula Railway, resigning shortly afterward and moving to Canada.

In April, 1877, he was made works manager for the Grand Trunk Railway of Canada at Point St. Charles shops in Montreal and on July 1, 1883, he be-

came mechanical superintendent of the CPR. Among his duties were supervision of the young company's main repair facility, the so-called "New Shops," just then erected at Delorimier and St. Catherine streets in Montreal, a mile east of the passenger terminal at Quebec Gate Barracks, later renamed Place Viger.

Brown lost no time in setting up his organization and beginning construction to lessen the strain of new locomotive purchases on CPR's budget. Only five months after he took charge, his first locomotive rolled out onto the transfer table for an official photograph. This was a 4-4-0 numbered 285. Her lines, though basically North American, showed the influence of a designer with experience on three continents.

No slavish follower of convention, Brown gave No. 285 one unusual particular, placing her steam dome midway of the boiler, ahead of the sand dome, due apparently to his dissatisfaction with contemporary methods of staying the crown sheet. Fifteen such locomotives were built in all, numbered 285 to 299, carrying CPR builders' numbers 1001 to 1015. Shop numbers began at 1001 to avoid confusion with the road numbers, which had not yet reached four digits nor would do so for some two decades.

A second class of 4-4-0's were built with "splashers" after the manner of British locomotives, but these appliances were removed shortly afterward, as they impeded access to the running gear.

Francis Brown stayed on the job until September, 1889. During that period he built 121 locomotives at Delorimier works, including its only 4-4-0's and 2-6-0's (67 of the former and 30 of the latter). The balance of his production comprised six 2-8-0's and 18 Ten-wheelers. In building 2-6-0's, he seems to have been influenced by his service with the Grand Trunk, where the Mogul was popular and versatile—the GTR had hundreds of engines of this wheel arrangement. But the CPR did not have the local, short-distance, mixed-traffic services on which the Grand Trunk found such engines useful, so it did not build any more Moguls, though it inherited a few from lines it subsequently acquired.

Instead, Canadian Pacific made the 4-6-0 its basic locomotive. Better than one out of every three locomotives produced in its own shops was a Ten-wheeler. Production of this type began with Nos. 456 and 459, among the few "frivolities" which Brown permitted himself. These SM class engines were eminently graceful, with 75" driving wheels and steel cabs, the latter being the first on any Canadian railway.

Leading drivers of the two engines were blind to permit them to curve more easily in Montreal-Toronto day service. In later years, they were re-equipped with smaller drivers, like the great majority of CPR 4-6-0's, which had drivers 63" in diameter or smaller.

Many of Brown's engines were fitted with innovations to North America, such as the Gresham and Craven injector, built into the backhead, which carried feed water forward through the boiler to midpoint before discharging, thus giving the general effect of a feed-water heater.

Three of Brown's 4-4-0's are saved, two at Montreal and one at Vancouver. Two of his 2-6-0's were used into the 1950's. When Canadian Pacific opened regular passenger service from Montreal to the West Coast at Port Moody in July, 1886, a Brown 4-4-0, scarcely two months old, No. 371, pulled the train from Yale to Pacific tidewater.

Brown was much interested in boiler design. In one dissertation given before British locomotive men in London he wondered out loud why, considering the expense of copper in England compared with America, where it was mined, British railways used it extensively in boiler tube and firebox construction, whereas the United States and Canada utilized steel for those parts almost exclusively.

CPR's first Pacific engine, No. 1100 (later renumbered 2200), built in 1906, was one of the first of its type in Canada.

Modest 0-6-0 switcher, No. 2045 (later 6045), was the first locomotive built by the Angus Shops, in 1904.

The Canadian Pacific had only two 4-8-2's, this one and the 2901; both were outshopped at Angus Shops, pictured in the background.

IN SEPTEMBER, 1889, Francis Brown left the Canadian Pacific for parts unknown. His brief tenure of office had inculcated his practice into his chief draftsman, Roger Atkinson, who continued in the same capacity under Brown's immediate successor, Robert Preston. The last-named seems to have had little influence on locomotive design except to carry on his predecessor's ideas. Preston left office due to illness early in 1893. Atkinson took over in his absence, becoming mechanical superintendent permanently in Dec., 1885.

Atkinson's background was somewhat similar to Brown's. Born in 1851 in the London & North Western Railway shop town of Crewe, England, he started his career with that company, took passage to Canada in 1880, and worked for the Grand Trunk until 1882, then went to Canadian Pacific.

During his regime he put strong emphasis on 4-6-0's, of which he built some 130. One was No. 639, vintage of June, 1897. She was the first compound locomotive built new by CPR, which used the Pittsburgh system, though the New Shops had converted simple engines to compound in the previous year. The 1890's saw only one spectacular variation: three Atlantic types with 84" drivers were outshopped in 1899 for Montreal-Ottawa passenger service, to be pitted against a keen rival, the Canada Atlantic, whose trains were handled by similar Baldwin-built 4-4-2's.

These Vauclain compounds were actually designed by A. W. Horsey, chief draftsman under Atkinson. Horsey never attained the top position in his department but was largely involved with experimental work, later in association with H. H. Vaughan. In 1901 he was instrumental in equipping 1891 Ten-wheeler No. 548 with the Schmidt smokebox superheater, the first application of a superheater to a North American locomotive. He visited Europe to study such systems and was later, with Vaughan, co-inventor of the Vaughan-Horsey superheater, with which many CPR locomotives were equipped.

Your author knew A. W. Horsey shortly before his death at an advanced age in the early 1950's. Among the effects he bequeathed was a large paper parcel, addressed to the writer, containing some technical treatises and locomotive catalogs from Europe bearing his autograph. These are among the most valued archives in my possession.

In February, 1904, H. H. Vaughan took charge of the CPR's mechanical department as superintendent of motive power. Born in England in 1868, he had experience on British and United States roads and went to the Canadian Pacific from the Lake Shore & Michigan Southern. Under him, newer and larger locomotives were planned, and the first real break was made with the practice of Francis Brown.

In those days, the dawning era of large locomotives required more extensive facilities than those afforded by the old "New Shops." Coincidentally, Vaughan arrived on the CPR just in time to take charge of a new facility, built in the east end of Montreal, which superseded those shops. This area, named Angus Shops after a member of the original CP syndicate, produced its first locomotive, an 0-6-0 switcher, in November, 1904. Its greatly-enlarged and expanded facilities enabled it, in the first full year of operation (1905), to better the New Shops' previous record of building engines, 36 units, attained in 1892. Angus Shops put out 40 locomotives in 1905 and gradually increased their annual capacity until 1911, when they built 96.

Angus' production in 1905 included five 4-6-0's, numbered 780 to 784, class D-11-a, called Mother Hubbards or Ca-

Very few Atlantics operated on Canada's railways, and only three on the Canadian Pacific: Nos. 209-211, produced at Delorimer Works. Designed for speedy passenger service between Montreal and Ottawa, No. 209, shown here with her designer, A. W. Horsey, reflects an obvious contemporary American influence in her Vauclain compounding and her Belpaire firebox.

Largest engine ever operated in British Commonwealth, No. 8000, multi-pressure Selkirk, outshopped in 1931, is shown when new on display at Windsor Station.

melbacks, with the engineman's cab straddling the boiler. These were a variant of the celebrated D-10 class, originating that same year, of which 502 more or less identical engines were built between then and 1913, including 114 at Angus Shops. If ever a locomotive was typical of its company's practice, the D-10 spelled "CPR" and could be found in most roundhouses on the Canadian Pacific system and its subsidiaries, the Dominion Atlantic, the Quebec Central, and the Esquimalt & Nanaimo.

In 1906 the Angus Shops built Canada's first Pacific type, CPR No. 1150 (later renumbered 2500). This was the first of 165 class G-2 engines, most of them produced at the same location. In that year, too, CPR built its first G-1, No. 1100 (later 2200), a high-wheeled (75") version of the G-2.

THREE years later, Angus constructed the first of six Mallet articulated jobs, the only ones ever built in Canada for domestic use. This was a compound 0-6-6-0 numbered 1950. Unlike the general practice in North America, her cylinders were placed head to head. It is said that when she was fully assembled and first tested under steam the reverse gear on the forward articulated unit was accidentally connected in reverse. When the throttle was opened, it resulted in the two units working against one another! We believe this was the only *faux pas* the CPR ever committed in building locomotives, but the error was easily remedied. No. 1950 acquitted herself well in the Rockies, and was followed in 1911 by four similar but slightly heavier locomotives, Nos. 1951-1954.

A fifth unit, No. 1955, completed in October of that year, was a simple Mallet, possibly the first of its kind on this continent. The story is that the Pennsylvania Railroad was building a simple Mallet at the same time but that the CPR's was the first in regular service.

Concurrently, experiments were made with oilburners. Some 90 engines, representing a cross-section of classes in western Canada, were equipped with them, beginning in 1912, the apparatus being build at Angus works. Later, many more locomotives were given this fuel system, including the last 2-10-4's built by the CPR in 1949. Additional experiments included the provision of Young-Mann-Averill valve gear on G-1 Pacific No. 1102, but otherwise the Company clung steadfastly to either the Stephenson or Walschaert gear.

In 1911, the peak year for Company construction of locomotives, 96 units were outshopped, comprising 38 4-6-0's, 22 0-6-0's, 30 4-6-2's, one 0-8-0, and the five 0-6-6-0's already mentioned. In March of that year, 4-6-2 type No. 1011, a G-1 class locomotive built at Angus in 1907, went back into the shops to be equipped with a closed vestibuled cab. This was the first such application in Canada and a concession to the snowy winter climate which enginemen welcomed.

Only 14 fewer new locomotives emerged from CPR shops in 1912, but they included the system's first 2-8-2's, 20 of the P-1 class, and two 0-6-4T types for terminal switching service at Windsor and Place Viger stations in Montreal. Later these small, odd machines served as shop switchers. One of them, No. 5997, was leased for years to a textile plant at Magog, Quebec.

CPR production in 1913 declined to 77 engines. Even this surpassed the output of all other North American railways producing locomotives in their own shops, except for the Pennsy, which reportedly built 179 at Altoona that year.

In 1910, Angus works built two 4-6-4T's for Montreal suburban passenger service, following up with a third unit in 1912. In later years, when commuter trains exceeded the capacity of these locomotives, the latter were relegated to branch service in the Montreal area.

Two new types were designed and built in 1914, on the eve of World War I. Most noteworthy were Nos. 2900 and 2901, the first two 4-8-2 (Mountain) type engines ever built in Canada, and the only two possessed by Canadian Pacific. Essentially an elongated version of the G-2 class Pacific, they were far lighter than the 4-8-2's produced later by Canadian builders in great numbers for Canadian National Railways. The other new design was the 0-10-0 switcher, class W-1, of which three were built at Angus and sent to western points for heavy switching in the grain season.

CANADIAN PACIFIC saw its patriotic duty in the "war to end all wars." Beginning in 1914, much of its plant capacity was given over to arm-

North America's first loco with superheater (Delorimier, '91) got a Schmidt smokebox application in 1901.

The S-2 2-10-2's were among the few engines whose entire class was built in CPR shops; 13 freight-haulers were built in 1919 and '20.

ament and munitions work. As a result, only six and eight engines, respectively, were produced in 1915 and 1917 and none at all in 1916. This decline corresponded with the retirement of H. H. Vaughan on pension in April, 1915.

His successor, W. E. Woodhouse, left no particular mark of his tenure on locomotive production, though many 2-8-0's were converted to 0-8-0 switchers in 1917. With completion of Connaught Tunnel on the main line in the Rockies in 1916 and a reduction of the old climb over Rogers Pass, the need for 0-6-6-0 Mallets diminished; they were rebuilt at Angus, in 1917, into conventional 2-10-0's. As Nos. 5750-5755 they may be remembered by some readers in transfer service around Montreal terminals until the early 1950's.

Despite a brief rally beginning in 1918, when W. H. Winterrowd took charge of the department, Angus Shops was given over more and more to the repair and rebuilding of CPR's extensive locomotive fleet. In subsequent years the need for new power was satisfied by the construction of many types now legendary on Canadian Pacific, such as its Royal Hudsons, Jubilees, and Selkirks, all built by outsiders.

In 1919, the first post-war year, Canadian Pacific introduced no less than four new classes, all built at Angus: two new Pacific types, the G-3 and G-4; a heavy 2-8-2, the P-2; and finally, the S-1, a 2-10-2 which was for a time Canada's largest engine.

Winterrowd left the railway to go to the Baldwin Locomotive Works in 1921, which was, significantly, the last year of sustained production in the Company's shops.

The few exceptions built later at Angus were noteworthy, however. All were products of the era of Henry Blane Bowen. Born in 1884 in England, Bowen had a remarkable career on the Canadian Pacific, beginning in May, 1905, when he hired out as a machinist's apprentice at Angus Shops at nine cents an hour. On September 1, 1928, he became chief of motive power and rolling stock. Bowen fathered many CPR locomotive types of the 1930's; his career also witnessed the end of production of new steam units.

In 1928, Canadian Pacific's first and only two 4-8-4 types, K-1-a class, Nos. 3100 and 3101, were built at Angus especially for Toronto-Montreal overnight passenger service. Subsequent years saw frequent plans to increase the number of these engines, but their use was limited, due to inflexibility. The H-1 class 4-6-4 was by far the preferred locomotive for heavy passenger or fast freight work.

During the 1920's and early 1930's, the question of multi- or high-pressure steam locomotives engaged the imagination of motive power people, and Canadian Pacific watched with interest the experiments conducted by Delaware & Hudson and others in this field.

In 1930, CPR decided to build a multi-pressure 2-10-4 of essentially the same size and dimensions as the existing T-1-a, with the same wheel arrangement, whose operation could be compared with conventional locomotives. This unit, T-4-a No. 8000, was outshopped in May, 1931, and pursued an interesting if desultory career as an impressive experiment. Five years later she was retired, owing to the expense of upkeep and mechanical complexity, and in 1940 she was scrapped.

BY MID-DEPRESSION years the beating of drums for the diesel-electric locomotive was becoming louder and louder. In 1937 Canadian Pacific bowed to the inevitable and ordered a 600-hp diesel whose frame was built by National Steel Car at Hamilton, Ont., but whose engines came from Harland & Wolff in Belfast, Ireland. This unit, No. 7000, was followed in the early forties by 1000-hp. diesel switchers of conventional design.

But at that time the Company had no plans to convert road operation to diesel. During the declining years of the second World War, although Angus Shops were once again heavily committed to war production, a new light-traffic 4-6-2, the G-5 class, emerged for freight and passenger duties to replace an extensive fleet of older power. The latter was becoming more difficult and costly to maintain and was scheduled for replacement at war's end.

The first two of these new locomotives, Nos. 1200 and 1201, came out of Angus Shops in 1944. No. 1201, outshopped in June of that year, was the last steam locomotive built by the Canadian Pacific. She saw barely 15 years' service before permanent retirement, but has been preserved.

Despite the cessation of Company production, CPR was not quite through with the steam locomotive, and bought many such units subsequently from outside builders. These purchases included another hundred G-5 class 4-6-2s, and ended in March, 1949, with the delivery, from Montreal Locomotive Works, of No. 5935, a T-1-c class 2-10-4, the last standard-gage steamer built for a Canadian railway. This, too, has been preserved.

Appropriately, two months later, on May 31, 1949, Bowen retired and in the autumn of that year Canadian Pacific received its first consignment of road diesel-electrics. Because of the role which the Company's shops had played in war production in 1939-'45 under his supervision, H. B. Bowen was made a Companion of the Order of the British Empire. He died about two years ago.

In all, the New Shops and Angus Shops built a total of 1,056 locomotives, all steam. This superb production ranks with those of a large number of other North American systems. To it might possibly be added 65 N-2 class 2-8-0's, rebuilt at Angus Shops between 1946 and 1949 into P-1 class 2-8-2's. Officially considered rebuilds, they were almost completely new, though none of the original units had been built in the Company's own shops.

Steam continued to serve Canadian Pacific lines until mid-1960. The last steamer ever to pull a train on this system did so November 6, 1960, when the Canadian Railroad Historical Association sponsored a special train to mark the 75th anniversary of the driv-

The unconventional cylinder arrangement on 1950 was influenced by the practice of the designer, Anatole Mallet, who built similar engines with "back-to-back" cylinders in France. No. 1950 later became a 2-10-0, renumbered 5750.

Canadian Pacific locomotive construction ended on the same clean design with which it began. Here is the last Company-built engine, when new in 1944. Later, 100 more of these dependable 4-6-2's were produced for CPR by outside builders.

ing of the last spike, completing the transcontinental line in the Rocky Mountains, in 1885.

It was not practicable to make a pilgrimage from Montreal to the actual spot, so the re-enactment took place on the St. Lin subdivision, about 40 miles from Montreal. Heading the train on this occasion, officially marking the end of the steam locomotive era on the CPR, was a 73-year-old 4-4-0, class A-1, No. 29, one of three surviving engines designed and built by the late and great Francis R. F. Brown.

She had come out of the New Shops in September, 1887, and, though rebuilt extensively in 1912, was in service continuously throughout her active career, which practically spanned the CPR steam era. Francis R. F. Brown would have been proud.

CPR-Built Engines

The following engines were built at Delorimer Works ("New Shops"): 1883, 5 4-4-0's; 1884, 19 4-4-0's; 1886, 18 4-4-0's, 3 2-8-0's; 1887, 19 4-4-0's, 2 2-8-0's; 1888, 6 4-4-0's, one 2-8-0, 22 2-6-0's; 1889, 8 2-6-0's; 12 4-6-0's.

1890, 10 4-6-0's; 1891, 24 4-6-0's, one 0-6-0; 1892, 31 4-6-0's, 5 0-6-0's; 1893, 7 4-6-0's, one 4-6-4T; 1894, 9 4-6-0's; 1896, one 2-8-0, 10 0-6-0's; 1897, 2 2-8-0's, 22 4-6-0's; 1898, 10 2-8-0's, 17 4-6-0's, 5 0-6-0's; 1899, 12 2-8-0's, 12 4-6-0's, one 0-6-0, 3 4-4-2's.

1900, 7 2-8-0's, 10 4-6-0's, 8 0-6-0's; 1901, 3 2-8-0's, 12 0-6-0's; 1902, 21 4-6-0's; 1903, 3 4-6-0's, 6 0-6-0's; 1904, 9 0-6-0's.

The following were built at Angus Shops: 1904, 6 0-6-0's; 1905, 15 4-6-0's, 25 0-6-0's; 1906, 20 2-8-0's, 10 4-6-0's, 12 0-6-0's, 16 4-6-2's, 2 0-8-0's; 1907, 10 2-8-0's, 24 0-6-0's, 28 4-6-2's; 1908, 24 4-6-2's; 1909, 24 2-8-0's, 13 4-6-0's, 3 0-6-0's, 2 4-6-2's, one 0-8-0, one 0-6-6-0.

1910, 2 2-8-0's, 43 4-6-0's, 2 4-4-2's, 14 4-6-2's; 1911 38 4-6-0's, 22 0-6-0's, 30 4-6-2's, one 0-8-0, 5 0-6-6-0's; 1912, 45 4-6-0's, 46 0-6-0's, one 4-6-4T, 2 4-6-2's, 2 0-6-4T's, 20 2-8-2's; 1913, 6 4-6-0's, 28 0-6-0's, 10 0-8-0's; 1914, 5 4-6-0's, 13 4-6-2's, 2 4-8-2's, 3 0-10-0's.

1915, 8 4-6-0's; 1917, 6 2-10-0's; 1918, 25 2-10-0's; 1919, 10 4-6-2's, 10 2-8-2's, 4 2-10-0's, 5 2-10-2's; 1920, 11 4-6-2's, 10 2-10-2's; 1921, 7 4-6-2's; 1928, 2 4-8-4's; 1931, one 2-10-4; 1944, 2 4-6-2's.

Total number of CPR-built engines of each type: 4-4-0, 67; 2-8-0, 97; 2-6-0, 30; 4-6-0, 361; 0-6-0, 225; 4-6-4T, 4; 4-4-2, 3; 4-6-2, 159; 0-8-0, 14; 0-6-6-0, 6; 0-6-4T, 2; 2-8-2, 30; 4-8-2, 2; 0-10-0, 3; 2-10-0, 35; 2-10-2, 15; 4-8-4, 2; 2-10-4, one.

Total number of engines, 1,056. Most engines built of any type, 361 4-6-0's; fewest of any type, one 2-10-4. Largest output in any year, 116 in 1912.

Designed by Francis Brown, built by Delorimier Works in 1887, and rebuilt extensively in 1912, this Eight-wheeler, class A-1-e, made her final run Nov. 5, 1960, as the last Canadian Pacific steamer to haul a train on CPR lines.

Long ago this token (size of dime) paid your fare on last New York City trolley line, the one over Queensborough Bridge.
Joseph A. Mannix, 33-18 161st St., Flushing, N.Y. 11358

America's first aluminum catenary structures are now being installed on a stretch of Chicago track. Made by the Aluminum Co. of America, they support the power line for electric commuter and heavy freight trains. The Chicago South Shore & South Bend will get 42 400-pound H-frame supports.

Steve Maguire's

TRANSIT TOPICS

AMERICA's last long-distance, high-speed, interurban line is about to lose its identity. The Chesapeake & Ohio, with ICC approval, has bought controlling stock of the Chicago South Shore & South Bend, valued at $9 million, thus culminating a long fight to control the famous electric line. The Monon lost out in its effort for control, but will receive a windfall of about $1 million for the 60,000 shares it already had.

Stephen D. Maguire

The South Shore line is valuable because of the freight business originating in the industrial area for which it is named. For years its management willingly absorbed deficits from passenger service to keep the good will of the business men it served, for the freight profits were substantial enough to cover such deficits and even bring sizeable net returns.

With a huge new Bethlehem steel mill near its line at Burns Harbor, Ind., South Shore years ago became a plum sought first my Monon, then by C&O, in a bitter fight for control. South Shore management opposed Monon, and favored C&O.

Bethlehem Steel also supported C&O. It went so far as to serve an ultimatum which in effect ruled out Monon control and denied the South Shore permission to serve the Burns Harbor plant so long as it remained an "independent" railroad.

Monon then dropped the fight and asked, instead, for a trackage rights agreement permitting it to operate over 36 miles of the line, including a spur the South Shore plans to build to the Bethlehem plant. This was opposed by the New York Central, now serving the steel mill alone, and the ICC finally decided in favor of C&O.

Originally called the Chicago Lake Shore & South Bend Railway, the electric line was opened in 1908. You can find its history in William D. Middleton's huge book, *The Interurban Era*, a Kalmbach publication (1027 N. 7th St., Milwaukee, Wis. 53233), selling at $15. (The same publisher has scheduled the sequel to that book, *The Time of the Trolley*, also by Middleton, to come out next June.)

LOS ANGELES *may* yet have a rapid transit line. According to Edmund G. Brown, former California governor, the U.S. Department of Housing and Urban Development (HUD) has authorized Federal matching funds for the start of a technical study program for planning a 64-mile, high-speed, rail system in Los Angeles, to cost $800 million. The plan must still receive the voters' approval next year. If it passes that hurdle, the first stages of operation may be expected by 1971, with completion in 1975. Once again, the big question is: will the highway-oriented residents of L.A. approve bond issues for rail rapid transit?

SURPRISE! In these days of rising prices it's a pleasure to report that one line is actually reducing transit fares! The Port of New York Authority is cutting from 40 to 30 cents its fares on the Port Authority-Trans-Hudson line that runs between Newark, N.J., and downtown Manhattan, effective with implementation of the Aldene Plan. Under this program, New Jersey Central passenger trains would terminate at Newark's Penn Station, where riders can transfer to PATH trains. Rerouting of CNJ trains via the Lehigh Valley and Pennsylvania Railroad tracks is expected to begin this spring. With these trains no longer using CNJ's Jersey City Terminal, the CNJ ferryboats (of which only 3 are now serviceable) will be abandoned.

The PATH trains now carry 97,000 commuters daily. It is estimated that the Aldene Plan will add 13,500 CNJ riders to that number. New turnstile systems will be installed to eliminate ticket collection in the cars. PATH is satisfied with its present token-turnstile collection system. Despite heavy passenger traffic,

however, PATH claims it is losing $8 million a year on the service. This loss is paid for by the parent Port Authority, a highly profitable autonomous body.

PITTSBURGH'S once-vast rail system was scheduled to be cut from 152 track-miles to 58 by the abandonment of all East End trolley lines on or about January 15th of this year. Ten lines running from downtown Pittsburgh to the East Liberty, Wilkinsburg, and East Pittsburgh area are involved in the giant conversion to buses by the Port Authority of Allegheny County.

Included are routes 66, 67, 64, 71, 73, 75, 76, 82, 87, and 88. This will cut the number of active rail cars from 220 to 128. Not included are the lines running south across Smithfield Street bridge, most of them operating through South Hills tunnel.

According to *Trolley Fare*, monthly publication of the Pennsylvania Railway Museum Association, P.O. Box 832, Pittsburgh, Pa. 15230, the earliest rail operation in the East End began August 6, 1859, when horsecars of the Citizens Passenger Railway Co. began clopping along Penn Street as far as 34th.

REPLYING to many protests against the indiscriminate abandonment of Pittsburgh trolley lines by the Port Authority, Edward Jensen, PAT's chief of public relations scornfully refers to the objectors as "motivated by sentimental attachment to a form of transportation abandoned by many cities and doomed to the handful that have not yet completed modernization programs."

"While they attack PAT for purchasing buses," he adds, "they ignore our avowed intention of providing the community with a rapid transit system—possibly because they fear that such a modern system would not include streetcars."

According to Mr. Jensen, it costs 35 percent more to run trolleys than diesel buses and these costs continue to mount because nobody in the U.S. is making trolleys any more. We are not at all sure that the first statement is correct. As for the second statement, plenty of trolleys would be built if so-called transit experts weren't so bus-minded.

Mr. Jensen also says, "Studies to date have indicated that diesel fumes are not a health hazard." Surely, he doesn't expect us to believe it! Bear in mind: Mr. Jensen is paid a good salary to defend and publicize PAT. We can't think of any other reason why he would make such a deceptive claim. He would be more honest to state merely that PAT prefers buses because it is convinced that it can make more money from them. There is abundant evidence to prove that diesel fumes endanger health. But PAT continues to aim blindly at total conversion to buses and thus further contamination of an atmosphere that is already badly polluted.

"MY GRANDFATHER, John Baird, was the designer and construction engineer of the old New York Elevated Railroad—the 9th Avenue line, at the beginning and then was construction engineer and later general manager," writes Russell A. Orr, 826 Lakewood Ave., Schenectady, N.Y. 12309. "Among other things, I believe he designed various upright structures, including those for the high curves that used to be at 110th Street from Columbus to 8th Avenue, near Central Park. Will someone please tell me the title of a book which gives details and pictures of this line?"

Trolley Museum News

A SECOND ex-Rio de Janiero trolley will be in museum-line operation this season. Open car 1875, partially restored, went into revenue service on the route of Railways to Yesterday, Inc., at the East Broad Top location in Rockhill Furnace, Pa. last September 18th. Fortunately, this car was able to begin operating on the line when it did. Two weeks later car 311 from Johnstown, Pa., which had been the line's only operating trolley, was involved in collision. Slipping on wet rails, it ran into gas motor car 300 at the end of track, and required a complete new end.

Once restoration of the 1875 is completed and a new end has been put on the 311, Railways to Yesterday will commence on rehabilitating single-truck open car 322, also received from Rio. The 322, like all of the dozen cars, shipped to the U.S. from Rio in 1965, needs considerable work before going into service. A large, new, concrete-block carbarn is being built by East Broad Top Railroad to house RTY trolleys and some EBT steam equipment. The shelter will permit continuous repair work and will prevent further weather damage to cars from standing out in the open the year 'round.

ALTHOUGH the 2-mile trolley museum line of the Magee Transportation Museum at Bloomsburg, Pa., is not completed yet, the third ex-Rio open trolley, beautifully restored and painted bright orange, can now use the quarter-mile of track on which the overhead has been completed. The car, renumbered 2, will be followed by a second restored Rio open car next summer, to be the museum's No. 3. Although MTM is now using four new buildings for trolley operation, the original long-loop trackage, much of it already graded, may have to be relocated because of possible construction of a ramp to the adjoining Highway 80.

Jan. 21, 1903: first car at Kennett Square, Pa., on the West Chester, Kennett Square & Wilmington interurban. Stephen D. Maguire collection

NEWS BULLETIN published by the cooperative Association of American Railway Museums may be obtained for only $2 a year from James Walker, secretary, 11307 Long Beach Blvd., Lynwood, Calif. 90262.

AUCTION sales by mail of traction material, including many old streetcar transfers, will be held by Orange Empire Trolley Museum, P.O. Box 548, Perris, Calif. 92370. Lists are available at the above address for a long stamped envelope.

ILLINOIS RAILWAY MUSEUM, P.O. Box 165, Union, Ill. 60180, will send a 1967 calendar to anyone who encloses 25¢ to cover mailing cost. It features a view of ex-Illinois Terminal lightweight car 415 running on the operating museum line built on the abandoned Elgin & Belvidere right-of-way. (See photo in this issue.)

"AFTER reading your Trolleyville article in October *Railroad*," writes A. V. McClymonds, 3317 4th Ave., Beaver Falls, Pa., "I went to Olmsted Falls, Ohio, with my wife on the very next week-end. Gerald E. Brookins, the owner of Trolleyville, gave us a welcome that seemed too good to be true.

"With Mr. Brookins as motorman, we rode over the line in a summer car and came back in a big red interburban. He invited us into his office and was very generous with his time. When he closed at 6 p.m. he took us over to the barn, where he put the car away, and we looked over other equipment."

Our correspondent says his grandfather drove Beaver Valley horsecars around 1885 and was the first official motorman on the initial trip after the line had been electrified. "Father went out on the line in 1893 and ended as a bus driver in 1949 at age 79. The line is still operating—as the Beaver Valley Motor Coach Co. It now runs into Pittsburgh," he states.

"At age 18," McClymonds goes on,

"I applied for a job in the Harmony Route's barn, hoping to become a motorman in due time. They had no opening for me except in the powerhouse. The engineer said he'd train me for a sub-station job and started me off as a coal-passer in the boiler room. Being a small kid, I couldn't take it for more than two days. I quit and never went back for my pay.

"My love for trolleys began in 1906, the year *Railroad Magazine* first came out, and I rode the front platform with my father on a Brill doubleheader. Those cars continued to run in the early 1920's. Living near the barn, I probably rang more fares and bells there than any other kid in the country. But I never did get an operating job."

New Electric Publications

The NOT&L Story, by James M. Blower and Robert S. Korach, 270 pages, 8½ x 11", well illustrated, hard-cover binding, may be had for $10 from Central Electric Railfans Assn., P.O. Box 503, Chicago, Ill. 60690. Over a year in production, this magnificent volume covers more than a half-century of lines in the Northern Ohio Traction area south from Cleveland to Uhrichsville and as far east as Salem. Included is the Akron, Bedford & Cleveland, which the authors contend was the first high-speed, long-distance, interurban railroad ever built.

In compiling this great work, Blower and Korach tapped the vast resources of CERA, composed of men long familiar with traction lines. Here is as complete a coverage of the subject as anyone could reasonably hope for. Reproduced are innumerable fine old photos, timetables, and maps as well as all-time rosters of equipment. McKinley Crowley deserves much credit for having supplied the photos that he took as a young man, beginning in 1915, when trolleys and interubans were quite ordinary and very few people, if any, dreamed that one day they'd have historic value. The book embodies a wealth of his pictures.

But whoever titled the book showed poor judgment. The title is confusing and means nothing at all to the average person. Text matter and captions often refer to Northern Ohio Traction as NOT rather than NOT&L. Furthermore, besides dealing with its main subject, the book relates the history of several lines not suggested by the title, lines connected with or near to the NOT&L.

Stark Electric Rail Road, a little interurban that ran east to Salem from the NOT&L at Canton and survived it for many years, is dealt with in a 59-page history that could well have filled a separate small book. Also covered are the Cleveland, Alliance & Mahoning Valley, that linked the interurbans out of Ravenna with the Youngstown lines at Warren, besides running to an Alliance connection with the Stark network. But Ohio's rarest line historically was Salem's little streetcar route. Opening in 1890 in a town whose small population could hardly support it, the line endured until Dec. 9, 1911 (a week after your reviewer was born) and, as a favor to Christmas shoppers, was revived for only one day, December 23rd of that year!

Such material makes this book memorable. Another obscure line covered in the book was the 2-mile trolley route of United Service Co. that crossed the NOT&L, running between Uhrichsville and the adjoining town of Dennison, 1901-1922.

(We seem to recall that the Uhrichsville cemetery has a gravestone on which is carved a caboose picture. Maybe some reader living in the area will verify this for us.)

Glendale & Montrose, by Jeffrey Moreau and James Walker, Jr., 66 pages, 8½x11", illustrated, soft-cover binding, may be bought for $4.50 from Golden West Books, P.O. Box 8136, San Marino, Calif. 91108.

The entire Greater Los Angeles area boasted only one trolley line that did not eventually become part of either the sizeable L.A. Railway network or the vaster Pacific Electric. This was the Glendale & Montrose, a relatively small railway that began in 1909 as a narrow-gage trolley connection with both the LARY and PE. After being re-gaged to standard, it operated a few miles north to Montrose. The Pacific Electric interurbans used its rails for runs to La Crescenta, and the great Union Pacific ran trolley freight over its rails even after passenger service ended in 1930. G&M electric loco 22 (later UPRR E-100) is still active but is now No. 297 of the Yakima (Wash.) Valley Transportation Co.

For us, the most engrossing part of this story is the inter-office correspondence with PE investigators sent out to evaluate the possible purchase value of G&M. These files range from early in 1916, when the small line was already in financial trouble, to near the end of its days, when it had become a "white elephant" which both of the two big lines refused to consider buying at any price.

(Incidentally, a white elephant was a sacred animal in India. If a rajah presented you with one, you had to feed and care for it as long as it lived. You could not return the elephant to the donor, make it work, give it away, sell it, nor put it to death.)

The G&M, the white elephant which neither of the large systems would accept even as a gift, passed out of existence on the last day of 1930, virtually unnoticed and not mourned. The talented authors of this volume have restored for us the memory of those bygone days, and we treasure our copy of *Glendale & Montrose.*

Los Angeles Pacific Album, by Ira L. Swett, 150 pages, 11x8½", illustrated, soft-cover binding is available at $5 from the author, 1416 S. Westmoreland Ave., Los Angeles, Calif. 90006. In his original 3-volume set on the Pacific Electric, Mr. Swett believed he had adequately covered the vast system photographically, in car roster form. However, he eliminated so many fine views, due to lack of space, that he has published a fourth volume, supplementing the trilogy. Now, Carl Blaubach, a former traction enthusiast who is now a member of the California Public Utilities Commission, has loaned Mr. Swett a rare album of original views of the Los Angeles Pacific, one of PE's predecessor lines, from its beginning in 1886 until it merged with PE in 1911. The PE "trilogy" now consists of five books.

Trolleys to Brunswick, Maine, 1896-1937, by O. R. Cummings, 42 pages, 8½"x11", illustrated, staple binding, published by Connecticut Valley Chapter of NRHS, P.O. Box 232, Warehouse Point, Conn. 06088, price $3. This issue of the *Transportation Bulletin* brings us the 41 years of Maine trolleys on the long lines out of Lewiston to Brunswick, Bath, and Portland, the last of which ended service as the Androcoggin & Kennebec in 1941.

Years before, there had been joint service from Portland to Lewiston by both the Lewiston system and the Portland Railroad, with one car change. Inauguration of Portland-Lewiston service in 1914 on the new, high-speed, interurban line doomed it. For some reason not clear to us, the author chose to cover only the two long lines of the LA&W, later the A&K. Perhaps at a later date he will complete the story. •

North Branch Transit cars at Berwick Road barn, Bloomsburg, Pa., about 1905.
Photograph by Gene D. Gordon

A MAN'S JOB

fiction story by BILL PARRY

EXACTLY ten minutes before scheduled leaving time of the *Confederation*, train number 21 on the Canadian Central, the engineer strode rapidly along the Union Station platform toward his engine, sleek, streamlined, and stoker-fired. Dave Owen had just performed the customary ritual of comparing his watch with the dispatcher's standard clock.

Dave was in a buoyant mood. He was about to make his first run on a new assignment as successful applicant, by district bulletin, for trains 21 and 22. A mild spring breeze was sweeping through the trainshed. The runner threw his head back to get a chest-full of ozone. In doing so, he subconsciously dodged a baggage truck on one side of him and collided with a smart-looking little female figure on the other side, knocking a couple of bags out of her hands.

"Sorry," he said breathlessly.

He would have hurried on had not an indignant voice halted him: "You might at least pick up my things."

Dave stopped. As he bent over for the bags, his gaze rested on the shapeliest pair of legs a man would ever want to look at, and for a fleeting instant his brain registered a rush of erotic thoughts. Then he saw the girl's face: full red lips, short chestnut-brown hair, and bright hazel eyes.

"Well, I'll be damned, if it ain't Helen Marlowe!" he exclaimed. "What are you doing here?"

Both of them smiled at the recognition. Helen glanced flirtatiously at Dave, who was tall, lean, and young.

"Thank you," she said in a honeyed voice. "You're Dave Owen. I just came to Terminal City to visit my folks. Going back on your train."

"That's fine!" Dave's words were drowned by two short, imperative blasts of engine whistle. "See you sometime."

Crack trains, operating on a tight schedule, cannot wait for social amenities. The bushy white brows of the conductor, Bob McIlwaine, were down as the engineer grabbed clearance from his outstretched hand and bolted up the gangway, and he asked: "Did you look at your timecard?"

Dave silently blinked.

"Never mind the alibis," the skipper stormed. "Get going!"

Dave slid in behind the pedestal brake valve. His arm thrust back the multiple throttle lever. Steam roared into the huge cylinders. Four pairs of 77-inch drivers, turning in unison, slipped and spun madly for a moment. Then, feeling the sand beneath their flanges, they got a firmer grip on the rails, and train 21 swung out of the depot three minutes later. Exhaust barked a challenge to the timecard schedule as the *Confederation*, threading her way through the maze of electrically-controlled switches, gathered speed for the spurt over the Darlington subdivision.

They were away, down the stretch of high iron, past long lines of waiting manifest freights. A swiftly-moving string of varnished cars swayed over a white ribbon of roadbed that rushed dizzily toward them like an endless belt.

Three minutes late with the fastest-scheduled train on the system! Dave would have to win back those minutes, or the pompous conductor would put the delay up to the engine. Nevertheless, he exulted. This was his day. He was now handling the *Confederation*, pride of the road. The world was his oyster. Youngest runner in passenger service on the Canadian Central! A break like that isn't common.

Dave peered through the clear-vision window, luxuriating in his good fortune. Instead of pulling endless freights into sidings to let the high-wheelers pass, he would see the other fellows stepping aside, from now on, to give him the main stem. There was a thrill in riding modern streamlined power—a thrill you couldn't get elsewhere. Flag stations rose up to meet them, paused for a moment, then slipped into the background. The thrum of drivers was music to his ears.

Monotone signals were exchanged by the engine crew as they ripped through Darlington Junction with a double green on the block. He and the fireman, Andy Sykes, were hardly on speaking terms—except of course, on company business. Besides, the cab of a locomotive is hardly the place for conversation when you are hitting 85 miles an hour.

DAVE rapidly made up his lost three minutes. They zoomed into Stapleton "on the advertised." His timecard called for a stop of ten minutes there to transfer passengers and mail for Buffalo and New York.

While his fireman filled the 11,000-gallon tank, the engineer greased the floating bushings with the gun. Glancing at the brakeman, "Happy Bill" Robins, he heard the latter reassure a frantic passenger who had mislaid her overnight bag: "Yes, lady, I'll see to it right away."

Soon they were on their way again. The *Confederation* backed out to the interlocking tower at Lakeview, switched over to the Dundas subdivision, and headed up the mountain. She was now digging in for the eleven-mile climb. The task called not only for scientific running but also for skillful operation of the stoker. The engine crew had plenty of work to occupy their attention.

Halfway up the hill, the boiler began foaming. Dave eased off the throttle and blew the boiler down, but the foaming water had already plugged the stoker jets. Before Andy could bore out the jets with a wire rod, the steam pressure had fallen fifty pounds. Dave had to ease off some more on the throttle.

"Damn that lousy boiler compound!" he muttered.

With continual blowing down, the water settled to its normal level, the steam pressure climbed, and the engine crew breathed easier. Dave began to realize why the old-timers had passed up this run. As one grayhead put it: "Owen, you have only to make one bull

on that job, and you're all through."

Despite skillful handling of his engine, Dave was still shy the four minutes he had dropped on the hill, when they rounded the curve into Dartford. Four minutes doesn't seem much on a delay report, but on a closely-cropped schedule it calls for explanations. The runner's face had a worried look when he spotted for water at the plug.

Stepping briskly around his engine with the grease gun, he discovered that the left main-rod bushing was running warm. He connected the gun to the plug and squeezed grease into it. Just then Bill came by, inspecting the train.

"Dave," he grinned, "didn't I see you run into a cute little dish at Union Station?"

"Did you?" was the reply.

Bill nodded. "Maybe you didn't recognize her, but that chick is the beanery queen at the depot restaurant in Mundun."

"Yeah, I know. Name's Helen Marlowe."

"She's Andy Sykes's girl friend, you know," the brakeman persisted.

"The hell you say!" Dave stood staring. Mention of his fireman's name had hardened his jaw. Those two men didn't like each other—not very much.

"Helen's hot stuff." The brakeman deviled his hogger. "I saw the way she smiled at you on the station platform. Why don't you try beatin' your fireman's time with her?"

"That lazy bakehead! Maybe I will, at that." Then, as the cab signal whistle shrilled twice: "Thanks for the tip."

HAPPY watched his engineer's broad shoulders edge up the gangway into the cab. It was a good joke to Bill Robins but not funny to the engine crew. Those two men were poison to each other. It had been that way since the Trainmen's Ball, some months previous, when Andy Sykes had walked off with Helen Marlowe and the prize waltz—took 'em both away from Dave Owen—Dave, who had tried hard to capture both.

In the days that followed the ball, the two men had met many times in the bunk rooms and each time a few acrimonious words had been exchanged. Now that they were assigned to the same run, working together in the same cab, the situation became unpleasant. That's what Dave was thinking now as his engine hit the short, but stiff, climb to Tavistock.

For the next ten miles Dave had to concentrate on the job in hand. Other problems slipped into the background as he forced the streamliner in an attempt to catch up with the timecard. He was still running four minutes late when he shut off steam for Tavistock. The *Confederation* merely hesitated here, and seconds later he was "knocking the stack off" his engine again as he pulled out for Bostock, the last stop before Mundun.

Barely holding her own, Number 21 roared around the long, sweeping curve and slowed for the stop. Dave pulled out his watch and glanced at it. He was still shy the elusive minutes he had lost on the mountain grade. The minute hand told him that, all too plainly.

Checking the speed with deft movements of the brake valve, he brought the engine cab in line with the white board nailed on the ties which marked the spot for the water crane. After that he slid down the gangway with the grease gun and gave the warm bushing a shot in the arm.

Then, removing his gauntlet, he ran a large bare hand over the brass. It wasn't any hotter than it had been, he found, so that source of anxiety was eliminated. He was now on the last lap of his run. The West End crew could do the worrying from then on.

Swinging rapidly into its stride, the streamliner settled down for the dash down the home stretch to Mundun. She had 37 miles to gallop and 34 minutes to go. Dave used every trick he knew to get more speed from his iron steed. She was doing all she could. It was a a noble effort, worthy of the best traditions in railroading. But the schedule

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was too tight. All the eagerness had drained from Dave's features when he rolled the *Confederation* down through Mundun yard into the station.

The relieving runner, old "Crabby" Hartwell, climbed into the cab, beefing about the lost time he'd have to make up. But when Dave reported the hot big-end bushing, the old-timer blew up with a sarcastic comment on "green hoggers in passenger service." By the time Dave had Crabby pacified, and had filled out the delay report and time ticket, Andy Sykes was seated in the station dining-room making fair headway with Helen Marlowe. The girl had ridden the *Confederation* into Mundun, had changed into her uniform, and was now on duty.

Dave hurried to the washroom. Slipping out of his overalls, he dumped them into his grip, then removed the grime from his features. He completed his toilet by slicking down his wavy hair with a perfumed substance bought at the drugstore.

Entering the dining-room, he stopped briefly just inside the door and looked around. There, seated at the almost deserted lunch counter, sipping a cup of Java, he saw Bill Robins. And at one of the little tables, behind a half-empty plate, sat Andrew Sykes. Bill grinned as Dave strode over to sit by his fireman.

The hash-house siren came to take his order. Dave didn't remember much after that, except that her cheerful greeting instantly made him feel at home. Helen was like that, "all things to all men." There was a saucy way about her and she seemed to take a personal interest in each of her male customers.

Dave consumed his meal in a happy mood. Not even Andy's ribbing could get a nasty word out of him.

HELEN gave him service with a smile, almost with a "come hither" look, but every time the runner tried to date her Andy's grinning face interfered. Not until the fireman went to the counter for a newspaper did Dave get a clear block.

"How about going to a show with me Thursday?" he suggested. "I've got a regular passenger run now." There was a ring of pride in his voice.

"I'm so glad," she said, "but I'm going out with Andrew Sykes on Thursday. Some other time, maybe. And thanks for the invitation. Now I must get back to work."

Dave started up. "That reminds me, I'm on duty in five minutes."

He departed in haste. Pulling on his overalls, he picked up his grip and hurried down the platform to await the train he'd pilot on the return trip to Terminal City.

The *Confederation* was about ten minutes late when she rolled in. Engineer Hartwell explained he had dropped the time on account of a hotbox at Bennett's Creek. And, to make matters worse, the rod bushing again was running warm.

Dave felt weak as he doctored the bushing. The *Confederation* was a man's job. It occurred to him, with bitterness, that he was in a tough spot. The staff hustled around, loading express and baggage; but before the Limited was ready to highball, another ten minutes had gone with the wind. As they swung out of the station Dave beckoned to his fireman.

"Listen, Andy," he said, "we've gotta hit the ball. I want 275 pounds of steam all the way."

"Okay, hogger, step on her!" the fireman drawled "You'll have to get back the twenty minutes between here and Stapleton. No use tryin' to beat the card over the speedway. We're timed too fast."

Andy was right, and the engineer knew it. If he wasn't on time at Stapleton he'd be licked. Dave wanted earnestly to make a good showing. He would run the wheels off her if necessary, but watch that warm bushing.

Bostock was the first stop. There wasn't time to grease the bushing here. He'd have to let it ride. But he noted with satisfaction that they had picked up five of the lost minutes. They regained another five on the dash to Tavistock. Dave was getting the knack of handling the big streamliner, and Andy was backing him up on the play, although the exhaust steam injector gave him some anxious moments by breaking occasionally.

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they pulled up even with the timecard, and at length backed into Stapleton holding their own. Dave had ten minutes here to give the bushing plenty of grease. His troubles were over for this trip, he reflected happily.

THE NEXT few trips were uneventful. The bushing continued to run warm, and the shortage of motive power would not permit holding the streamlined engine off her run. Dave had two ambitions. One was to become an ace passenger runner; the other was to persuade the tantalizing Helen Marlowe to change her name to Owen.

In both of these desires he seemed likely to succeed. Helen had been more than friendly to him. And one day she said she'd have a surprise for him, but insisted that the *Confederation* must arrive at Terminal City on time. Dave's features were wreathed in a smile when he climbed into the cab for this run, with the neat little waitress on board his train.

But the smile faded when Crabby Hartwell reported that the big-end bushing was running hotter. And even the self-important conductor, Bob McIlwaine, sniffed warm grease when he waddled up to the cab with the clearance, his heavy eyebrows twisted into a frown. He had a coach filled largely with American tourists bound for Miniaki and they expected to connect with the *Continental* at Toronto. Company officials were likely to fuss if the *Confederation* was late and they had to hold the *Continental*.

Dave Owen was aware of this. It was written plainly on his rugged face when he started the *Confederation* rolling. As the train began to move, Happy Bill kidded him about the date with Helen. The words were still ringing in Dave's ears as he slowed to a stop at Bostock. The engineer, with grease gun in hand, hit the ground running. He turned the floating bush to bring the slot on top. Then he greased it. But this time the bushing was too hot to take grease. If it was that hot at the next stop, the big engine would have to cut her out at Stapleton.

Imperative blasts of the signal whistle brought Dave back into the cab, on the jump. Engineers were assessed brownies now for not being in a position to start on signal, and Dave had plenty of grief already. The next instant the Limited drew out of Bostock. Despite the hot bushing, she stepped right along. Dave couldn't baby his engine and run on time—not on that schedule—so, with a smoking hot bushing, the Limited came hurtling into Tavistock.

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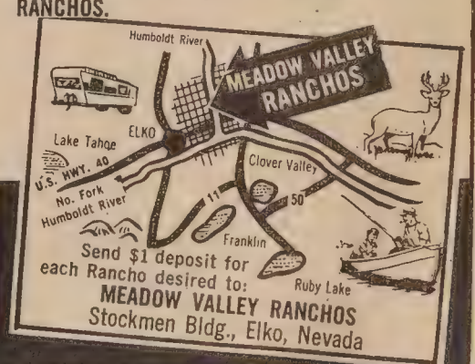

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Thoughtfully he watched the curling white smoke for a moment. It was as fleecy and evanescent as the clouds drifting lazily across the baby-blue sky. Then, swinging around on his heel, he dashed into the station and wired Stapleton to have another locomotive ready on his arrival. After that he doped the bushing with valve oil, gave it his blessing, and left Tavistock.

Dave did not exceed running time on the mountain grade. He had a hunch that the valve oil might do the trick and enable him to get going. But foreknowledge of failure was written on his face when he backed into Stapleton. The bushing, in railroad parlance, was stinking hot.

Remarks of the engine crew were as warm as the bushing when their tired eyes glimpsed the old freight hog that was to replace their handsome Montreal-built streamliner. The harassed locomotive foreman explained that he had no passenger power available. To make matters worse, the hog was a hand-bomber.

Even Brakeman Robins belied his nickname "Happy" by wearing a gloomy look when he coupled the new arrival to her train. It just didn't seem possible that the *Confederation* would arrive on time. Not now. They'd do well to get in at all with this pile of scrap-iron.

Dave had his Johnson bar down in the corner and pistons working full stroke as the old mill lurched out of Stapleton, dragging the long string of passenger cars. The unburnt products of combustion belched from her stack in ever-increasing volume, fanned by the thick exhaust. Dave, watching his fireman shovel desperately, wondered if the exhaust was pulling the fire. Once past Lakeview Tower he could hit the deck and help Andy out, he thought.

THE TOWER'S green block beckoned them on. Dave descended from his throne, grabbed the spare scoop, and went to work on the right back corner of the firebox, while Andy filled the left. There was no time now for rivalry or feud. They had the train's reputation to think of, as well as their own. Each had a man's job, a man's responsibility.

The frames of the old engine quivered as Dave, hooking back the Johnson bar, shortened the stroke of the racing pistons. The squat drivers of the ancient mill were counterbalanced for a speed of sixty miles an hour. That, and no more. With boiler pressure drumming hard against the pop valve seats, they rocked through Darlington.

She was now doing better than sixty. Jolting of the cab made it impossible for anyone to ride the seatbox. Dave was standing up, but he had to keep after her. Hesitation would mean you were lost, you and your engine.

Andy had long since ceased paying attention to his seatbox. His freckled features were caked with grime, through which peered two slits, startling white, as he glowered at the wobbly steam gage pointer.

Both men were working too hard to think about the capricious little beanery queen riding behind them in one of the coaches. She had promised Dave a surprise. The hell with that! His mind was centered grimly on more important things. Right now an old freight hog provided more surprises than he wanted.

Of the various noises in the cab, one seemed to stand out above the rest. The engine crew, ears attuned to the working of the engine, listened intently. It was not the familiar whine of the inspirator, not the pounding of the boxes, not the slam of rod brasses. It was the unmistakable changed note of the exhaust!

Swinging around behind the reverse lever, Dave caught his fireman's worried glance. Andy thrust his scoop into the tender and, crossing the deck, stood staring at the air gage. For fleeting seconds the two men glared at the black hand, now falling to zero. Dave rammed the throttle in and the train stopped.

As the exhaust gave a final spasmodic cough, both men hit the ballast. Quick examination revealed a broken brake pipe between engine and tender. Andy hustled back into the cab, then tossed out the hammer and flag staff. While he was plugging the broken pipe, Dave coupled the signal hose to the brake-pipe hose on the pilot and cross-coupled the hose bags to the first coach and tender, substituting signal pipe for the broken brake pipe. With these repairs completed, he climbed into the cab and yanked his whistle cord.

The flagman came in on the run, swung his white lantern in a highball. The *Confederation* got under way. Dave waited until he had attained a speed of twenty miles an hour before he made a running test of the brake. Shoes bit into the wheels as the brake took hold. Then, kicking the brakeshoes free, he glanced at his watch. Repairs to the broken brake pipe had cost them ten precious minutes.

FOR THE NEXT thirty fast-flying miles Dave took everything out of the firebox except the grates. He had barely scratched out running time when, at long last, the *Confederation* slowed to a gradual stop beneath the trainshed at Terminal City.

The pet train was in because two capable railroad men, rivals for the hand of one woman, refused to concede they were licked. They had brought her in—which was what the Canadian Central Railway Company expected of them.

Neither spoke for a few moments. Both were near to exhaustion. They weren't thinking now of the grueling run. That was all behind them. There were other things. Into their minds came distracting thoughts of the much-sought-after Helen Marlowe and the arguments that had often cropped up because of that fickle hash-house dame. Dave stepped over the coal-strewn deck to his fireman and grinned.

"Andy," he said apologetically, "I think we've been a coupla saps."

Fireman Sykes grinned back and stuck out a grimy paw. "Them's my sentiments. Let's shake on it."

"Tell you what," the runner suggested brightly, "let's ask Helen right now. We might as well get this thing settled here and now. And if she picks you—well, I won't kick. Let's go!"

Together they walked down the platform to the day coach. They saw a crowd of young folks, milling around the vestibule, throw confetti over a pair of newlyweds. As the smiling couple swayed down the steps to the platform, both enginemen stopped as dead as they would for a red block.

The blushing bride was Helen, no less! She was leaning on the arm of Happy Bill Robins, and there was a mischievous look in her hazel eyes. The brakeman had doffed his blue, brass-buttoned uniform and was wearing natty brown serge.

Bill spotted them first and gave a knowing twinkle. But he did not uncouple his arm from Helen's. The beanery queen looked at them gaily.

"Bill and I were married this morning," she said. "We just have time to catch the *Continental* for Vancouver. Thanks for getting us here to make connections," she added in tones of honey. "Good-bye, boys! I'll be seein' you sometime."

"Not me you won't," Dave muttered as soon as the honeymooners had gone out of earshot.

"Me, neither," Andy chimed in. "Say, of all the double-crossers—"

"Forget it, fireboy," Dave chuckled. "We're lucky it was Bill that got roped in, instead of us. Well, let's put on the feed-bag. It sure makes you hungry to handle a man's job."

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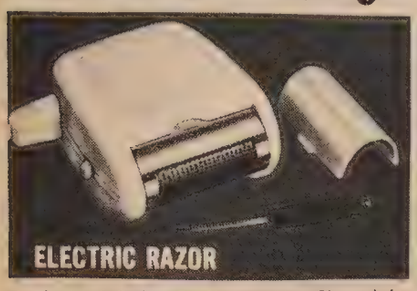

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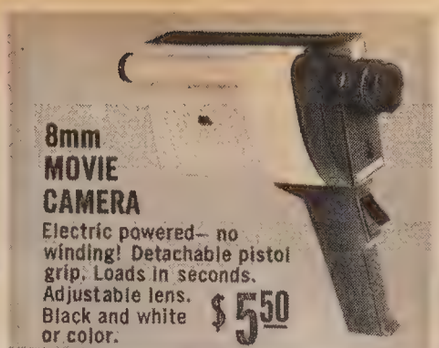

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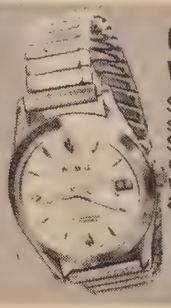

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BOOKS of the RAILS

SNOWPLOW: *Clearing Mountain Rails*, by Gerald M. Best, 119 pages, 8½x11", with 150 illustrations, rosters, appendix, index; Howell-North Books, 1050 Parker St., Berkeley, Calif. 94710, $6.

David L. Joslyn, locomotive draftsman, official photographer for the SP's Sacramento Shops, and *Railroad Magazine* writer, gathered snow-fighting material over a ten-year period with the idea of writing a book on it, but died before he could do so. One of his close friends, Jerry Best (No. 16 of our *Interesting Railfans*), took up where Dave had left off, did additional research, and produced the present volume.

"The rotary snowplow, one of the most exciting machines ever invented, has long been neglected by historians," Jerry writes. "If I seem to dwell too much on its history, it is because the Central Pacific, predecessor of the Southern Pacific, was vitally concerned with inventor Orange Jull's ideas and what came of them."

Snowplow goes much further than its title suggests. In addition to fascinating details on wedge plows and rotaries, it covers almost all you'd want to know about flangers and about snowsheds and their fire protection, but only on what is now the SP. An appendix cites 25 rules for operating rotary plows, rosters of snow-fighting equipment, Jull rotary excavators, Leslie-built rotaries, and snowsheds.

It's a beautiful book, accurately and entertainingly written, with a wealth of pictures. We think, though, that Jerry should at least have mentioned briefly such items as the changes made in diesel locomotives to fit them for winter operation and the various forms of heaters which detect, control, and automatically remove snow at switch points and elsewhere.

FAREWELL TO STEAM, 150 photographs and text by David Plowden, 154 pages, 8½x11", index, The Stephen Green Press, Brattleboro, Vt., $10.

David Plowden, who used to be an assistant trainmaster on the Great Northern's Willmar (Minn.) Division but is now a professional camera man, has a pictorial sense that is both admired and envied. Much of his work has appeared in our magazine, among others, both full-color covers and black-and-whites.

"Of all the contrivances by which man has harnessed power," he writes, "none can compare, to my mind, with the steam locomotive. It was alive, the embodiment of sheer brute force, obvious, simple, direct. Its working parts were fully exposed to view—not hidden beneath a shroud, as in the case of many of our machines today. The openness made them uniquely comprehensible, and took away anything sinister about their nature . . .

"This book is a collection of photographs of steamboats—so often neglected in this context—and steam locomotives. It began as a personal salute, and has ended as a farewell to the Age of Steam."

The pictures are reproduced by duotone (requiring two plates for each photograph) on fine quality paper. Each is a camera-art study, exquisite and dramatic, with a haunting nostalgia. The marine subjects are particularly good. Dave reveals things about steamboats that many people never knew were there. Which recalls a story told about a great painter, Joseph M. Turner. A lady criticized his work, saying: "Mr. Turner, I can't see what you put into your paintings"; and he replied: "Madame, don't you wish you could?"

THE LONG ISLAND RAILROAD: *Part 3: The Age of Expansion, 1863-'80*, by Vincent F. Seyfried, 204 pages, 6x9", edition limited to 550 copies, Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320. $6.

"There are no original sources for the history of the Long Island Railroad in the files of the railroad itself, aside from scattered blueprints and charters," Mr. Seyfried writes. "It has been necessary, therefore, to turn to the press of the day for information. Most of the Island newspapers for the 1860's and '70's that have survived have been systematically searched, and provide the material of this book, and it is the author's hope that some of the freshness and sense of immediacy that still breathes forth from the accounts of events a century ago have been transmitted to his own pages."

This hope has been realized. Besides being larger than the first two volumes, Vol. 3 is richer in details, locomotive and station data, and human interest, doubtless because the closer you get to the present time, the more facts are available. By that token, Vol. 4, on which the author is now working, also should provide some exceptionally good reading matter. The present volume gives much space to Oliver Charlick, the "mule-headed" LIRR president who dominated his era. It is well written and contains rare photos. Regrettably, it has no index, but an overall index of all volumes may eventually appear in the last one.

Seyfried was one of the early members of the Branford Electric Railway Association. Years ago, he rebuilt a double-truck open car there. He is a high school teacher and a director of the Long Island Historical Society. His next book will be, "LIRR to the Beaches" (Manhattan Beach, Coney Island, the Rockaways, Long Beach.)

COLORADO & SOUTHERN: *Northern Division*, by James L. Ehernberger and Francis G. Gschwind, 64 pages, 8½x11", illustrated with over 100 photos and double-page map, E&G Publications, P.O. Box 101, Callaway, Neb. 68825, $4.95.

"The old Northern Division main line consisted of that portion of the C&S which extends from Denver, Colo., to Guernsey, Wyo., 250 miles," the authors explain. "With the demise of the old South Park Division in 1937, the Northern Division also fell heir to 110 miles of C&S narrow-gage line in Colorado."

Thus the book, a photo gallery with adequate captions, covers both narrow- and standard-gage steam. C&S was the last steam-powered carrier in the Rocky Mountain region. Like other Ehernberger-Gschwind books, this one is loaded with pictures that appeal to discriminating fans and collectors of Western Americana. Our favorite of the lot has the 900 and 903, both obviously working hard, on Altus Hill. The shot of a doubleheader on Georgetown Loop's high bridge is even more spectacular but its impact is weakened by the fact that the same picture appears on the cover as well as the title page.

ATLANTIC COAST LINE: *Steam Locomotives, Ships, and History*, 232 pages, 8½x11", illustrated with nearly 400 photos, also maps and diagrams, indexed, published by the author, Richard E. Prince, Box 724, Green River, Wyo., $12.50.

Although he lives out West, Dick specializes in the history of railroads in the South. His three previous books covered the Southern, the Georgia, and the West Point Route.

This one is an ambitious undertaking. It tells the story of the ACL itself and the many shortlines merged into it. The author gives considerable space to Henry B. Plant and his rail system.

Included is a detailed account of the exciting race for a mail contract that was won by one of Plant's Ten-wheelers, the 111. She averaged more than 120 miles per hour over five miles of the route from Fleming, 24 miles south of Savannah, to Jacksonville, Fla., 149 miles in 130 minutes! It's a great story.

The last page appropriately shows the final run, in 1959, of C&S steam in regular main-line service.

But where Dick Prince really shines is in the vast amount of data, pictorial and textual, that he gives to ACL steam power, allowing plenty of space for each wheel arrangement. Also steam freight and passenger trains. He has a truly comprehensive collection of rosters, with a large number of steam loco diagrams. Anyone who has a feeling for steam locomotives, including their specifications, is likely to have a field day with this big book.

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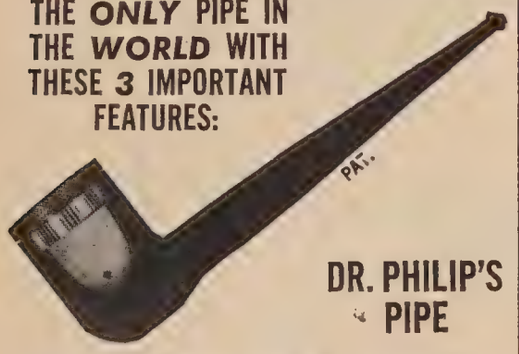

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The Phoebe Snow, second section, at Summit, N.J., on last westbound run.

Exit Phoebe Snow

THE PASSING of the *Phoebe Snow* is one more step by the Erie-Lackawanna toward the elimination of all passenger service.

William White had created this streamliner to carry on the "Phoebe Snow" tradition of the Lackawanna's superior service. The modern, sparkling, new train made her maiden trip Nov. 15, 1949, and won the hearts of the traveling public on her fast daily runs between Hoboken and Buffalo and was also a source of pride to the road's employees.

Phoebe continued in successful operation until after the Lackawanna merged into the Erie, a line never noted for high standards of passenger service. Then on Oct. 28, 1962, the Erie-oriented officials abolished the train and stored her beautiful observation-lounge cars. The communities she had served—and their newspapers—reacted with sharp disapproval. Rumor has it that the cozy lounge chairs removed from the cars were sent to Cleveland to grace some railroad offices there.

When Mr. White came to the faltering Erie-Lackawanna in 1963, one of his most popular orders was for restoration of the *Phoebe Snow* and the return of her observation-lounge cars. There is said to have been a great scurrying-around in the Midland Building at Cleveland, rounding up the displaced chairs. In any event, when the reborn and resplendent *Phoebe* took to the rails Aug. 1, 1963, the lounge cars were in perfect shape and there was much rejoicing up and down the line.

Unfortunately, with the passing of time and for financial reasons, the Erie-Lackawanna became more interested in getting rid of passenger service than in maintaining or improving it. Both quantity and quality of the service deteriorated; and, understandably, patronage dropped.

When the E-L determined that for survival it should be included in the mighty Norfolk & Western's "family of railroads," it was beset by a whopping big deficit—hardly the sort of thing N&W would welcome. Two of the main factors in this deficit were the unprofitable passenger service and the interest charges on a backbreaking bonded indebtedness of some $345 million. The bonded indebtedness, which greedily ate up some $10 million of revenue each year to pay the interest alone, was sacred and untouchable; but the passenger service, on which the public depended, was expendable.

Since it required far less brains and effort to eliminate passenger traffic than would be needed to make it break even, not to mention profitable, the management's policy was directed to the more easily attained objective. Some passenger runs fell by the wayside. In due course, *Phoebe Snow*—the road's best through train—was doomed.

After hearings, and pondering the evidence submitted, the ICC in its wisdom stated last Nov. 4th: "The operation of Trains 1 and 2 between Hoboken, N.J., and Chicago, Illinois, is not required by the public convenience and necessity" and "the continued operation thereof would unduly burden interstate or foreign commerce." One newspaper characterized *Phoebe* as a victim of "parental neglect."

No time was lost in fixing an execution date; the farewell runs would start from both terminals on Sunday, Nov. 27th. Those trains traditionally handled a heavy passenger load during the Christmas and New Year holiday season, so the management decided to get rid of them before that time. The westbound *Phoebe Snow* on her final journey left Hoboken in two sections, with Mr. White riding his business car on the hind end of the first section, while a handsome observation-lounge car on the second section gave paying passengers the benefit of a rear scenic view.

Although the *Phoebe Snow* is gone, after one resurrection, hope dies hard. It is not impossible that some day a more passenger-minded management will bring about a second resurrection, with *Phoebe* living again, like the fabled Phoenix bird arising from its ashes.

The Zephyr Problem

IN 1944, the Western Pacific RR., the D&RGW, and Burlington planned a new train to be called the *California Zephyr*. Such a train was inaugurated in 1949 with ultra-modern equipment, including Vista Dome cars. The WP invested $6 million for its share. High-class promotion and service attracted much patronage. Reservations well in advance were necessary. The train usually ran at full capacity.

Since then, the WP has been forced to face the facts of business life and consider taking the train off—at least their portion of it, between San Francisco and Salt Lake City. Unless they can maintain the train's high standard and reputation, they don't want to run it at all. That is, no downgrading.

Myron M. Christy, president of the WP, speaking on behalf of the company, its stockholders and freight shippers, gives his reasons for wanting to discontinue operation of the *California Zephyr* over his road. He points out that while revenue from this train has been fairly constant the expense of operation has doubled since it first hit the rails, labor being about 50 percent of the cost.

There are several ways of figuring a deficit; but no matter how you do the figuring, it looks bad and is getting worse. Mr. Christy gave the ICC these figures. In 1965, based on fully allocated costs of "total passenger expenses," the deficit was $2.8 million. Based on "solely related passenger expense," it was $1.1 million. Based on the ICC form G of "avoidable costs," it came to $860,000. WP's own figures of "direct expenses" puts the deficit at $820,000, passing certain passenger-service costs on to freight service.

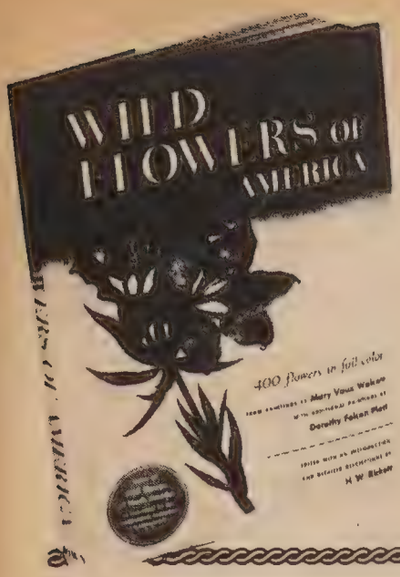
Because the WP's route of the *California Zephyr* is some 270 miles and several hours longer than the Union Pacific's, the mail and express (except local stuff) goes via the shorter route. Neither the Railway Express Agency nor the Post Office will listen to the WP's pleas and arguments—why should they? Then, too, the book-keeping division between the three roads is based on the WP route's shorter mileage, to WP's disadvantage.

Another factor is the business from winter sports fans. Skiis don't fit well into airplanes, so the bulk of this traffic between the Midwest and the Rockies goes by rail, with the WP again getting the little end of the stick. Even more important is credit. To compete, a railroad must modernize. That costs money, but the WP's passenger deficit is a big handicap in borrowing money.

The WP management has tried various means of cutting expense and bringing in additional revenue.

President Christy estimates that the fares—which, of course, are competitive—would have to go up 34 percent to cover the present deficit; this *could* drive away a lot of business. Another change was considered: running on a tri-weekly winter schedule, but operating a train only part time likewise is expensive. Furthermore, the equipment is nearly 18 years old and must be replaced soon, at a cost of $9 million.

The foregoing arguments are cited by Mr. Christy as reasons for giving up the *California Zephyr*. He is aware, too, that doing so would result in a loss of WP prestige. It's a tough decision to make. What would *you* do?—*Arthur T. Knowles.*



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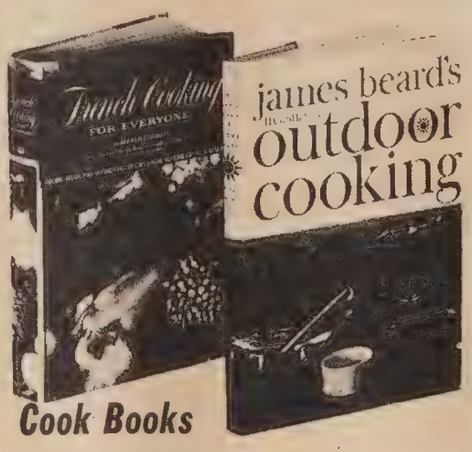

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HOBBY CLUB

Conducted by Sy Reich

TEN 3,600-horsepower SD-45 diesel locomotives, each with six driving axles, are being delivered to the Rio Grande early this year. The units are part of a $5.1-million diesel order being filled for D&RGW. Also coming are twelve 3,000 hp GP-40's for mainline freight service, bringing to 80 the road's fleet of modern GP-30, 35 and 40 engines. Delivery will be in April and May. Present-day D&RGW roster, plus a roster of Arizona shortlines, will be printed next month.

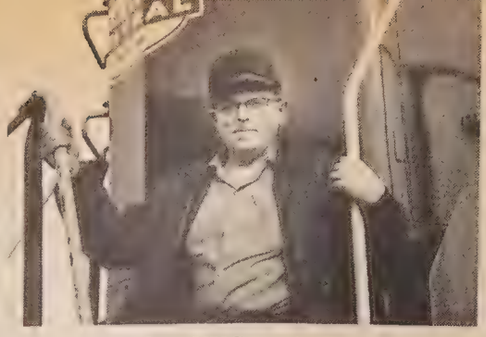
Sy Reich

Setouts and Pickups

The Association of American Railroads is showing a new 16 mm. color movie, "New Directions in Modern Railroading," narrated by Chet Huntley and available for TV, clubs, schools, and wherever else it will do some good. For loan of a copy, apply to a railroad in your area or to Modern Talking Pictures Service, 3 E. 54th St., New York, N.Y. 10022, telling the date you want it (with a 2nd and 3rd choice), name of your club, number of members, and address. For 27 minutes it shows how today's railroads handle freight. Art Knowles, who attended an advance showing on behalf of *Railroad Magazine,* recommends it.

"A year ago I first became acquainted with *Railroad Magazine,"* writes Craig Sanders, 372 Weston University R.H., Champaign, Ill. "Realizing that my homework here at the University of Illinois tends to be boring, my father sent me the magazine to help break the tedium. Since then I have not missed a single issue. Both the *Information Booth* and the *Switch List* give me excellent service. The store of information available to your staff never ceases to amaze me. Among the 'rails' in my family tree were a railroad detective, Fred Sporrey, and a Rock Island clerk, Ed 'Doc' Keone. Does anyone remember either of them?"

"Visiting a fellow rail buff the other day at Media, Pa.," reports J. A. Undy, R.D. 1, Box 264, Penns Grove, N.J. 08069, "I thumbed through his copy of *Railroad*—a magazine I hadn't seen in years—and it was like an old friend. Long ago, when I worked at Cape May, N.J., for the Atlantic City Railroad before it was merged into the Penn-



Carl Linder, NYC engineer, author

Reading Seashore Lines, I regularly subscribed to and read *Railroad.* Since then I drifted away but am now resubscribing." (Welcome back, Mr. Undy!)

As long as the limited supply lasts, we will give one or more packages, each containing 100 fairly recent issues of *Railroad,* all the same, free of charge to any accredited representative of a railfan or railroad club, railroad labor organization, or model railroad society who calls at our New York office (205 E. 42nd Street, 20th floor) to pick them up and convinces us that he will distribute the magazines at bona fide group meetings. Ask for Art Knowles. First come, first served. We will not ship free magazines out of town.

Carl Linder, a New York Central locomotive engineer, P.O. Box 391, Mattoon, Ill., has written a book with a fantastic title, *How to Live 200 Years.* The title is not intended to be taken seriously but only as an eye-catcher.

Carl went firing in 1926 on the advice of an uncle who had such a job on the Big Four Railroad. He remembers missing a train-order hoop on his first pay trip. And on one of his night runs as engineer he ran over a derail, tilting his engine at a 45-degree angle over a deep ditch, which led to 30 days without pay.

As a boy, Carl tells us, he had a lot of stomach trouble and other ills and cured himself by reading up on nutrition in books and magazines and working out a diet of his own: no bread, rolls, cake, etc., but plenty of protein foods, raw salad vegetables, and raw fruits. His book tells about this diet. He charges $2.85 for it, which is very high, considering its size, 55 pages, but he says he is getting many orders for the book.

Heart disease recently killed Dr. Alan Swallow, a Denver publisher, age 51, laments William E. Bain of Topeka, Kansas. This magazine reviewed all the railroad books he put out.

Railroadiana for Sale

A very long list of railroad books collected by the late Frederick Shaw, himself a railroad author and distinguished railfan, may be obtained by sending a long, self-addressed, stamped envelope to his widow, Mrs. Frederick Shaw, 4 Third St., Sausalito, Calif. 94965, who is putting everything in the library up for sale.

Included are the 1906, '38, and '44 editions of *Locomotive Cyclopedia;* the 1931, '37, and '40 *Car Builder's Cyclopedia;* Baldwin Locomotive Works standard-gage catalogs of 1872, '81, and '95 and narrow-gage of '72. Scores of books by Abdill, Alexander, Beebe, Best, Cafky, Farrington, Forney, Harlow, Henry, Hertz, Holbrook Hubbard, Hungerford, Kneiss, Lucas, Moody, Pennoyer, Sinclair, Spearman, others.

Also *Railroad Magazine,* Jan., Aug. 1930; 1931-'53, excellent condition; four Trains *Albums;* R&LHS *Bulletins;*

Warren C. Cobb, 135 N. Wright St., Naperville, Ill. 60540

Illinois Terminal Railroad car enroute to Granite City. This shot appears on '67 calendar issued by Illinois Railway Museum, P.O. Box 15, Union, Ill. 60180.

Porter *Light Locomotive* catalogs for 1892, 1900, '08; six paperbacked Railroadians of America publications; bound volumes of *Model Engineer,* etc.

Copies of a book entitled *The Provocative Pen of Lucius Beebe,* devastatingly iconoclastic, are available at $5.95 each, postpaid, from Grahame Hardy, P.O. Box 622, Carson City, Nevada 89701. (Grahame Hardy, you may recall was No. 1 in our *Interesting Railfans* series.) His latest 16-page catalog lists railroad books, pamphlets, employes' timetables, photos, magazines, catalogs, tickets, maps, train orders, passes, *Official Guides* (dating back to 1894, '96, 1900, '02, etc.), other railroadiana. Hardy also issues 6 other large lists: General Americana, Electric Railroads, Railroad Auction Catalogs (you bid on the items), etc. These lists are free to old customers but sold to all other persons at 25¢ each, refundable on first order.

Another very long list of railroadiana for sale is available from Fred N. Arone, "The Depot Attic," 377 Ashford Ave., Dobbs Ferry, N.Y. 10502. Included are switch keys, brass baggage checks, public and employes' timetables, old issues of *Railroad Magazine,* annual passes, and miscellany.

On the Steam Trail

No 3028, one of the last steam locomotives built by Alco, was officially welcomed back to Schenectady, N.Y., the other day as U.S. Customs released the 285-ton behemoth to the Great North Eastern Railroad Fundation. The ceremony took place in the Maxon road yards of Alco Products, which was known as American Locomotive Co. back in Aug. '46 when No. 3028 was factory fresh and on her way to her purchaser, National Railways of Mexico, on which she ran 17 years.

Big plans are in store for the old loco. She will be kept for historical display and be available for conducted tours for adults, school children, youth organizations, and railfans. She will probably be used also for excursions to help defray reconditioning costs.

The GNER Foundation is a non-profit membership group founded in January, 1963, for the sole purpose of acquiring and operating an Alco-built steamer to perpetuate this chapter of American history. The sale of No. 3028 to the Foundation by NdeM last July followed negotiations by Gordon H. Davis, Winfield, N.Y., vice president of the Foundation.

Schenectady became the pioneer of railroading in New York State when the *DeWitt Clinton* pulled the first train of the Mohawk & Hudson from Crane Street (Engine Hill) to Lydius Street in western Albany on Aug. 13, 1831. This historic event was followed Jan. 20, 1848, by the founding of Schenectady Locomotive works. The first engine to roll out of the shops early in 1849 was the *Lightning,* built for the Utica & Schenectady. Thus, a fitting climax of a bygone era is the return to Schenectady of one of the last steam locomotives built there.

At least $35,000 is needed to cover cost of the locomotive's return to Schenectady, insurance, overhaul, etc. Donations to the fund are tax-exempt. Checks may be mailed to the Great North Eastern Railroad Fundation, Inc., P.O. Box 594, Schenectady, N.Y.

A full-size replica of the *York,* America's first coalburning loco, was borrowed from the Museum of Science and Industry in Chicago by railroad buffs at York, Pa., for display by the Historical Society of York County. Like the orignal built 136 years ago, the replica weights 3½ tons. Phineas Davis won a $4,000 prize for designing her in a Baltimore & Ohio competition.

At the first annual meeting of a new steam-powered railroad, the New Hope & Ivyland, held at New Hope, Pa., it was announced that from August to the end of November last year the line carried 21,803 passengers. Oddly enough, there were more adults than children (13,845 grownups, the rest kids); also five dogs, one of which paid for his ride.

Ex-Canadian National steam engine No. 1533 (4-6-0) is in service, soon to be joined by ex-Cliffside 2-8-0 No. 40, on which repairs are almost complete. In reserve are an 0-6-0 (stored in need

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5c coin		I	C	K	E	L
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not wide		A	R	R	O	W

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COMPLETE THIS EASY WORD PUZZLE

DIRECTIONS

Name this famous President — We've filled in his first name to show you how easy it is. Using the clues, you fill in the letters in the empty squares, that spell out his last name.

Gentlemen —
Please enter me in your $15,000.00 puzzle series. Here is my completed puzzle with 10c for postage and handling. Please let me know if my solution is correct and rush all additional details of your $15,000.00 puzzle series.

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Dept. 4368 AMERICAN HOLIDAY ASSN. 7471 Melrose Ave., Los Angeles, California 90046

Fantrip of Electric Railroaders' Asso., used S-2 juice loco, built in 1906, on electrified New York Central trackage, Grand Central to North White Plains, Mott Haven, and Harmon, N.Y. A diesel took the train over freight line to 30th Street yard.
Roger Arcara, 2405 Marion Ave., New York, N.Y.

of repair) plus another 0-6-0 (stored) which is owned by a director of the road. One of these engines is ex-Virginia Blue Ridge 0-6-0 No. 7.

A rented diesel handles freight service. NH&I is moving over 40 freight cars per month. Because of continuing increase in freight business, the road intends to buy a used 1000-hp. diesel.

The steam-powered Silverton train, last survivor of the once extensive narrow-gage empire in Colorado's high Rockies, set patronage records for the 1966 season. Total passenger count for the June 1 through Oct. 2 operations was 80,268, as compared with 72,546 in 1965.

"Anyone who wants to see narrow-gage 2-8-2's in regular service should head for Honduras as soon as possible," advises Tom Taber, an old-time New Jersey railfan and photographer of steam locomotives, who has made several trips to Honduras. He says that at Puerto Cortes he visited the shops of the Ferrocarril de Honduras, which operates ten modern Mikados in regular daily service, as well as steam locomotives of the Tela Railroad, a subsidiary of United Fruit Co. The Tela is the only one of United Fruit's "banana railroads" which still uses steam in quantity but he believes diesels will take over this spring.

A trip over the Tela Railroad is an experience you'll never forget; it should be taken while steam still rules the rails. You can reach Puerto Cortes quite inexpensively by passenger-carrying freighters of United Fruit, sailing regularly from New York.

Add Wheeling & Lake Erie to the list of railroads which built new steam engines. W&LE built 0-6-0's 3951-3980 and 0-6-0's 5106-5125. We'd like to hear from some experienced writer who could do an article for us on the W&LE's loco building—an article including details about the shops and the personalities involved.

We are grateful to Wilbur T. Golson for having compiled the list of steam locomotives stored in Louisiana which appeared in our Jan. issue. It is, of course, just about impossible for one man to make such a long, detailed list 100 percent accurate. Bill Witbeck, P.O. Box 970, Hammond, La., brings the list up to date with the following additional data and corrections:

Victoria, Fisher & Western was abandoned in 1920's. Engine is owned by Louisiana Long Leaf Lbr. Co. at Fisher.

L&A 99 was La. Midland 99. She left the L&A in 1947. This engine, as well as the South Shore 507 (4-6-0) and the two listed as Mid State Materials Co., the 69 (Rapid Gravel Co.) and the 509 (Louisiana Midland) now belongs to the South-East Louisiana Chapter of NRHS and will be in Hammond by the time this is printed.

W.E. Butler hasn't had an engine in service in 8 years. This error, published elsewhere, is bringing dozens of railfans to this section to see engines in service whereas they are stored unserviceable and cannot even be photographed because of being under sheds. Butler's 30"-gage engine from Westfield is a 0-6-2T. His Crane Iron Co. engine is 31½" gage and hasn't been operated in 25 years. She is a piece of junk.

The Ferriday engine is or was Angelina Hardwood No. 3, not 1037.

The Geo. B. Franklin Lbr. Co. Heisler came from Holly Ridge Lbr. Co.

My 2-6-2 at Elizabeth was Industrial Lbr. Co. 101, not No. 5.

The 0-4-4T at Opelousas is owned by Opelousas Kiwanis Club, not by Jim Bowie Museum. She was built for Columbia Sugar Factory.

M.A. Patout & Son at Patoutville also have a No. 3 0-4-0T & T a Dickson 3' engine.

My Shay from Crosby No. 15 will be in Hammond early this year at SE La. Chapter Museum.

La. Cypress Lbr. Co. No. 3 (2-8-0) was built new as Garyville & Northern No. 1.

A Steamfan's Impressions

The following prose-poem was written some time ago by James A. Kennedy, 1413 S. 17th Ave., Maywood, Ill. 60153, now aboard a destroyer somewhere in the Pacific:

The sun is setting in the hazy orange sky. Beyond five rows of red and green lights I see a distant CB&Q train, rolling eastward. Its light changes from orange to white as the black outline becomes larger. As the light grows brighter, I can see it coming, powered by a steam engine.

What are all these people waiting for? There must be two or three hundred people scattered along the station's aged brick walkway.

She's pulling in now with steam hissing and bell clanging: No. 4960, pulling the 8:29 local. She has been making this run for years and will make countless others in the future. But who's kidding whom? EMD is now running a quiet, sleek 3600-horse unit that can do 95—two astronauts are being shot into space tomorrow.

The 4960's drivers slow; she comes to a hissing halt. People hurriedly gather around. Few words are spoken as the whistle screeches with white steam. The huge drivers slowly turn. The first power stroke is followed by a thunderous black cloud from the stack. Another stroke drives power from the cylinders through the connecting rods and to the six-foot drivers.

Then another roar as black smoke billows a hundred feet into the sky, another stroke followed by another and another.

Cars click by as 4960 picks up speed. People listen to the fading chugs as she rolls into the dim, gray up the track. They listen hard as she rolls on, for everyone knows this is the last time the familiar sound of 4960 or the likes of her will ever be heard on the CB&Q.

How many times has a steam engine shook the ties and rails of these tracks? It's quiet now as the signal changes to green. Yet it isn't quiet. I can still hear 4960 rampaging through the small town stations. I hear other engines, too: a 2-8-4 is just starting to pull 100 cars out of the yards. Her drivers suddenly spin in a rapid rush of smoke and steam. Big Boy, the million-and-a-quarter-pound 4-8-8-4 is making Sherman Hill in slow, deep, driving chugs. Beyond her is an endless ribbon of cars.

The crowd standing along the track is still quiet. Perhaps they, too, can still hear something. Never before tonight did I see an era ending. The sun has just set.

Roster Corrections

Bob Anderson of Iron Mountain, Mich., makes some corrections in our Chicago & North Western roster (Nov. '66). He says the Minneapolis & St. Louis disposed of the following units before merging with C&NW and thus those units had no North Western numbers: 10, 12, 66, 90, 200-202, 204, 205, 208, 209, 213, 216, 217, 219, 220, 224 and 234.

M&SL 217 and 219 became Sidney & Louisburg 208 and 204. There were no C&NW units numbered 406-407 and 1230-1231. The C&NW units numbered were rebuilt by GM-EMD from FTB to F7B in 1955 before being disposed of. BU-9 was rebuilt from C&NW 1005. C&NW 4056A, C-4066A, C, 4056B, 4063B, 4065B, and 4066B were traded to GM-EMD for 1725-1756. The C&NW 1204, 1224, 1235, 1227, 1253, 4051A, B-4054A, B, 4077C, 4081C, 4091A, B, C, 4092A, B, 4093B, 4094C, 4095C, 4096C, 4099A, C, and 4100C were traded to GM-EMD for 867-893. Nos. 400-413 were traded to GM-EMD for 810-823. C&NW 5017B is no longer on the roster. Some time ago Bob Anderson prepared a C&NW roster which appeared in Extra 2200 and served as one of many sources for our own roster.

We have also received several corrections for our Canadian shortlines roster (Feb. '66). Algoma Central 140 and 141 have a tractive effort of 57,648, weigh 230,590, built in 1951-'52. AC 171 and 172 were built in 1963. Alma & Jonquieres 101 is an S4. Quebec, North Short & Labrador 90 was a 550-hp GE 65-ton unit, sold to Hanna. Roberval & Saguenay 21 is a 1000-hp. Alco-GE S2, ex-Alum. Co. Sydney & Louisburg units were bought directly from M&ST, never had C&NW numbers. ●

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COMPLETE WITH 6 DIALS, 5 HANDS AND 2 PUSHBUTTON CONTROLS

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This is a gem, first made famous by World War II pilots who found it not only an absolutely accurate timepiece, but a piece of equipment more valuable than a boxful of instruments—and it still is. Whether you like to fly, or drive sports cars, record your average speed per mile, or time the number of beers consumed in an hour, this will do the job. All 5 hands are machine-calibrated in Switzerland where the complete works are neatly turned out in two different factories, then assembled in a third. It is shock-resistant, antimagnetic, has an unbreakable mainspring, big sweep second hand, luminous dial and hands, golden-finished die-cast case, and a leather strap. No matter how you look at it, that's a big hunk of watch for only $12.95. And it's fully guaranteed for 1 year! In every way, a solid buy!

32 individually hand-carved Ming Dynasty pieces

SOLID IVORY CHESS SET

with fine inlaid teak chest & playing board

The art of carving ivory is exacting, and for good reason. Elephant tusks are obviously limited in supply, and expensive. The more intricate the work, the more skilled the craftsmen. That is the case here, you have 32 intricate, individually hand-carved pieces. Each is a little jewel—the Kings (stand a full 3") and Queens are Ming Dynasty and appropriately clothed. The Bishops are Chinese scholars; the Knights are 17th century warriors, and the Castles are war elephants. The 8 pawns, **each different**, are the 8 Chinese immortals, legendary beings that represent these conditions in life—Wealth, Poverty, Aristocracy, Plebianism, Age, Youth, Masculinity and Femininity. A superior set, pure ivory, in lined teak playing-board chest (14 x 7 x 3"). In time, as the ivory takes on the glow of age, it will become an heirloom. Only $30.

Solid Iron with Heavy Brass Barrels Famous American Cannons

Made in exact scale, solid iron with heavy brass barrels complete to touch holes, re-inforcing rings.

Left: Revolutionary War howitzer, 5".
Right: Civil War naval cannon on brass-wheeled "broadside" carriage, 5¼". Each $4.95; pair $7.95.

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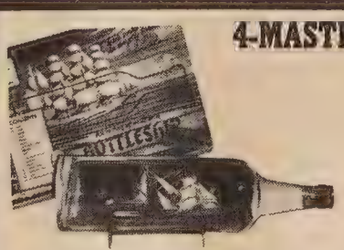

(Great excuse for emptying a bottle)

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Think of the hours that go into hand carving these perfectly proportioned miniature dominoes that you can actually play with! Gaily decorated bone case with sliding top is a mere 1¾" long, holds all 28 dominoes, together weighs less than 2 oz.! Carved in Mexico from cow bone. Little gems. Only $2.95.

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Coming Events

March 11: Los Angeles to Del Rosa on Redlands Loop with rare ride via Olive District freight cutoff and scenic Santa Ana Canyon, photo stops. Or visit 41st National Orange Show at San Bernardino (incl. shuttle bus, admission and ride on 3'-gage steam train). Fare $6.95 (kids $4.95). Write Orange Empire Trolley Museum, Box 548, Perris, Calif. 91370.

April 2: Pittsburgh to Somerset County Maple Festival at Meyersdale, Pa., on special B&O train with 10 Budd RDC cars. Fare $9.75. Write J. Edward Wally, mgr. North Hills Travelers, 43 Grant Ave., Pittsburgh, Pa. 15223.

April 15-16: Ride ex-CPR mountain obs. car 599 owned by Orange Trolley Museum, tied on the tail of SP's "San Joaquin Daylight," from Los Angeles to Glendale and Bakersfield. See lush green valleys, mountain passes, Tehachapi Loop, Caliente horseshoe curve. Fare $10 (kids $7.50). Write Orange Empire Museum. (Same trip May 13-14 also).

April 16; May 14; June 11: Steam on the New Haven RR. Leave from Hartford station, each trip different on scenic branch lines using 2-8-0 steam loco 97. Open baggage car, coaches. Write NRHS, Conn. Valley Chapter, Box 351, Hartford, Conn. 06101.

April 22-23: Steam week-end. Lv. Rutland, Vt., 10 a.m. Sat. for Bellows Falls on ex-Rutland RR. and visit the well-known Steamtown USA. Banquet that evening at Hotel Bardwell in Rutland. Lv. 9 a.m. Sun. for trip on Vermont Ry. Steamtown's 127 (ex-CPR 1278) 4-6-2 will power both trains. Write Empire State Ry. Museum, Inc., Box 459, New York, N.Y. 10005.

April 22, 29, or May 6: Visit Ramona Outdoor Play at Hemet, Calif., on its 40th anniversary. Go by delux train, all streamlined equipment, 2 club cars, snack car. Lv. Los Angeles, several pick-up stops. Fare $14.75 (kids $11.75), incl. reserved seat on train and at pageant, shuttle bus, barbecue dinner. Write Orange Empire Trolley Museum.

April 24-May 10: Rail-Transit Tour of Europe by Railway Age magazine. Enjoy Union International des Transport Publics in Barcelona, Spain. Professional visits planned in Rotterdam, Leningrad, West Berlin, Moscow, Paris. All by air except overnight on "Red Arrow" in Russia and day trip on TEE Amsterdam to Paris. Write Luther S. Miller, editor, Ry. Age, 30 Church St., New York, N.Y. 10007. Limited to 38 people.

April 30: Steam on Central Vermont. CNR. 6218 will repeat run from New London to Brattleboro, Vt., and return. (500 were too late last year to get a ticket). Write Branford Electric Ry. Assn., Box 457, Short Beach, Conn. 06405.

May 6-7: A 3-state rail romp for Spring foliage. Lv. South Station, Boston, 8:15 a.m. for New Haven, Danbury, Maybrook Yard, N.Y., back to Danbury for the night. Then Pittsfield, Mass., and Norwalk, Conn. Shore Line to Boston. Fare about $37 incl. hotel and breakfast. Limited to 65. Write R.P. Blodgett, Railroad Enthusiasts, NE Div., Box 249, Malden, Mass. 02148.

May 21: Steam in New Jersey, first trip of the High Iron, Inc., Allentown to Bethlehem, Easton, and Warwick, via CNJ and L&HR, using Steamtown No. 127 (ex-CPR No. 1278). Other trips planned. June 25, Jersey City to Red Bank and Bridgeton on CNJ. Sept. 19, Jersey City to High Bridge, Green Pond Jct., on CNJ. Oct. 15, to Jim Thorpe. Write High Iron, Inc., 418 Catalpa Ave., North Plainfield, N.J. 07060. Some trips may be repeated a week later.

May 26- June 17: Trans-Canadian Holiday. Write Rogers Tour & Travel, 85 East San Fernando St., St., Jose, Calif. 95113.

May 27: Ride the Boston & Maine. Lv. North Station, Boston 8:30 a.m. for Lawrence via Reading, to Manchester, Portsmouth (N.H.), and Salisbury branch to Amesbury and back to Portsmouth, to Rockingham Jct. Return to Boston about 7 p.m. Fare $10. Write R.P. Blodgett, RRE, NE Div., Box 249, Malden, Mass. 02148.

June 28: Rail and ship, "Heart of Europe" from West Coast by Finlay Fun-time Tour, 11306 Burbank Blvd., North Hollywood, Calif. 91601.

Steam trips from Hartford and Waterbury, Conn., over New Haven freight-only lines are being set up. Elsewhere, Steamtown Foundation and the Boston Museum of Science are planning steam trips on the Boston & Maine. B&A, and NH, using ex-B&M 3733 (4-6-2). We'll print details when available.

Schedule for 1967 inland river cruises on the Delta Queen (only sternwheeler in regular service, only steamboat in North America with staterooms) has been set up, starting March 25 thru Nov. 9., E. Jay Quinby at calliope. Write Greene Line Steamers, Inc., 381 Public Landing, Cincinnati, Ohio 45202, or 10 E. 40th St., New York, N.Y. 10016. ●

WP&Y diesel 90 on wharf at Skagway, Alaska, in view of mountain peaks.
Photograph by J. A. Rutherglen

SHORTLINES OF ALASKA

Present-day locomotive roster compiled by Sy Reich

White Pass & Yukon Route

Road Numbers	HP	Builder	Wheel Arrangement	Tractive Effort	Weight	Date Built
90-91	800	GE	C-C	24,000	162,000	1954
92-94	800	GE	C-C	24,000	162,000	1956
95-97	800	GE	C-C	24,000	162,000	1963
98-100	800	GE	C-C	24,000	162,000	1966

Yakutat & Southern Railway

Owns one unit, the specifications of which are unknown to us.

WP&Y roster, based on data from master mehanic, is accurate as of Sept., 1966. For the purpose of our rosters, a shortline railroad is defined as a common carrier listed in either the Official Guide, the Pocket List of Railroad Officials, or both, with a route mileage less than 400. ●

Colorado & Southern Railway

Present-day locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Bldrs. Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
150-152	1000	GM-EMD	NW2	B-B	31,200	247,800	1947	
153	1000	GM-EMD	NW2	B-B	31,200	247,800	1948	
154	1200	GM-EMD	SW7	B-B	40,800	247,325	1950	
155	600	GM-EMD	SW1	B-B	24,000	201,000	1940	1
156-160	1200	GM-EMD	SW1200	B-B	35,600	248,720	1959	
700A, B-702A, B, 700D, C-702D, C	3000	GM-EMD	(F7A)x(F7B)	(B-B)x(B-B)	130,000	930,870	1950	2
703A, B, 703D, C	3000	GM-EMD	(F3A)x(F3B)	(B-B)x(B-B)	130,000	930,870	1947	2
810-819	1500	GM-EMD	SD7	C-C	67,000	316,300	1953	
820-830	1750	GM-EMD	SD9	C-C	80,707	325,683	1956-7	
831-842	1750	GM-EMD	SD9	C-C	80,707	325,683	1959	
9950A-9952A, 9953	2000	GM-EMD	E5A	A1A-A1A	54,000	315,720	1940	3
9950B-9952B	2000	GM-EMD	E5B	A1A-A1A	54,000	310,690	1940	4
9954	2000	GM-EMD	E5A	A1A-A1A	54,000	315,720	1940	5
9955	2000	GM-EMD	E5A	A1A-A1A	54,000	315,720	1941	6

Colorado & Southern Notes

Based on data from the C&S, roster is accurate as of third quarter, 1966. GM-EMD stands for General Motors, Electric Motive Div.

(1) 155 was originally Chicago, Burlington & Quincy 9146, then C&S 155, then Fort Worth & Denver 601 (2nd).

(2) 700A, B, C, D-703A, B, C, D are rated at 1500 hp per unit. 700D was rebuilt to F9A. Nos. 703A, B, C, D were originally CB&Q 119A, B, C, D, then C&S 703A, B, C, D.

(3) 9951A-9953A were originally CB&Q 9910A-9111A, 9909, then C&S 9951A-9953A.

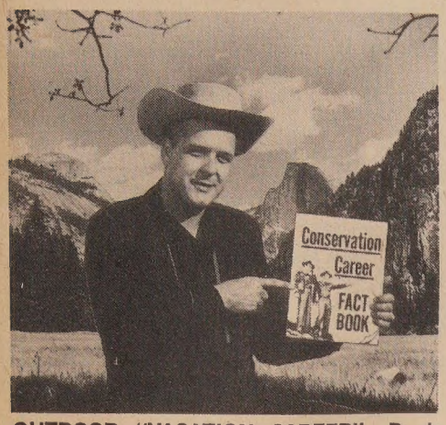
(4) 9951B-9952B were originally CB&Q 9910B-9911B, then C&S 9951B-9952B.

(5) 9954 was originally CB&Q 9913, then C&S 9954.

(6) 9955 was originally CB&Q 9914A, then C&S 9955. ●

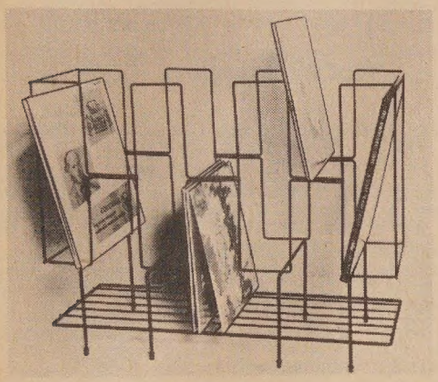
men's mart

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.



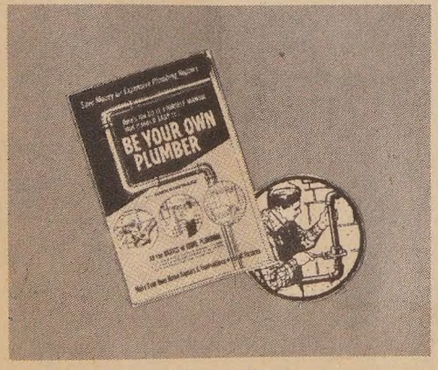
OUTDOOR "VACATION CAREER". Book reveals plan to prepare men 17 and up for wildlife-forestry dream job. Healthful, adventurous life as Govt. Hunter, Game Warden, Forester or with private game farms & hunt clubs. Write for free book. No. American Conservation, Dept. AMG 4, University Plaza, Campus Dr. Newport, California 92660.

STAR SAPPHIRE. Simulated stone fools experts. Color and star of real sapphire captured by amazing new process. Approx. 4 kt. Sterling silver mounting in Florentine finish. Two simulated side diamonds. Sizes 6 to 9. 10 days-money-back-guarantee. $5.75 ppd. In 14kt. gold $50. Send ring size with check or M.O. Premium Buyers Club Inc., P. O. Box 15020, Dept. AM 4, Philadelphia, Pa. 19130.

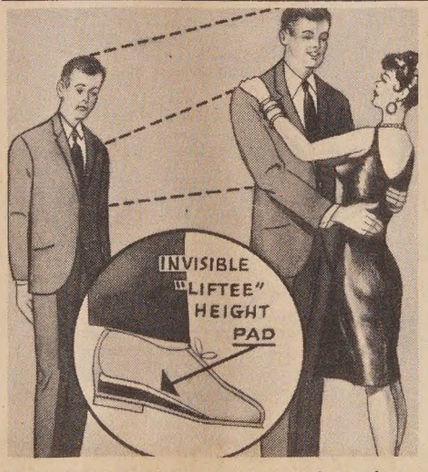


FOR THE RECORD. Shows off 200 or more LP albums, or many 78 RPM albums. Ten compartments. Each holds over 20 records. Made of sturdy black wrought iron. 25" x 22" x 10", with vinyl tips. $9.95. Nominal express charges payable on delivery. Leslie Creations, 2759 Saw Mill Run Blvd., Pittsburgh, Penna. 15227.

MARKED CARDS! And only you can decipher secret markings on the back. Amaze friends. Perform card tricks—instructions included. Bridge size, linen finish. $1.49, two decks $2.79. Send check or M.O. Big Three Enter. Dept. AM 4, 1109 Sixth Avenue, New York, N.Y. 10036.



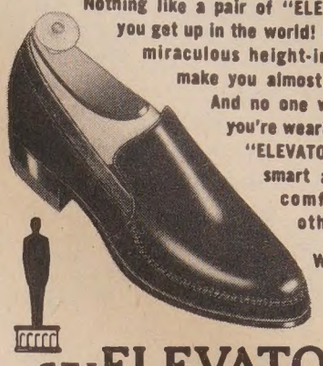
HOME PLUMBING BASICS. Learn to use tools & materials for simple repairs, installing fixtures, renovations, etc. Covers drainage systems, fixtures, pipe fittings and other basics. Pocket costly repair dollars. $2.95 ppd. Key Publishing Co., Dept. AM 4, 817 Broadway, New York, N.Y. 10003.



STEP TALL. Invisible pads slip into shoes easily, and comfortably add 2 full inches to your height. Lightweight foam rubber and cushion cork pads fit securely. No gluing—use with all shoes. State shoe size. Send $1.98, save postage, or pay on delivery, plus postage charges. Liftee Company, Dept. AM 4, Box 608, Church St., New York, N.Y. 10008.

Today let these AMAZING SHOES ADD INCHES TO YOUR HEIGHT!

Nothing like a pair of "ELEVATORS" to help you get up in the world! In seconds, these miraculous height-increasing shoes make you almost 2 inches taller! And no one will suspect that you're wearing them because "ELEVATORS" look just as smart and feel just as comfortable as any other fine shoes.



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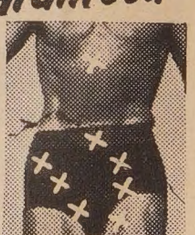

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The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. We won't run an entry if it is hard to read.

Do not omit St., Ave., etc., in your address. Use abbreviation such as *tts.* (timetables); *emp. tts.* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our April department is closed. Entries for May issue should reach us before Feb. 8th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd St., New York, N.Y. 10017.

BERNARD ALBERT, 3535 Rochambeau Ave., New York, N.Y. 10467, buys slides of Capital Transit 016-017, 052-053, and 055-056.

JACK ARMSTRONG, 197 N. Summer St., Adams, Mass. 01220, wants pix, slides, and negs. of B&M diesels, sleepers 31-34, coaches 101-104.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys collections of railroadiana. What have you?

JOHN BENSON, 1347 Washington Ave., Lorain, Ohio, sells lanterns, switch keys, books, other railroadiana, or trades for NKP, W&LE, LE&W, TSTL&W items.

RON CHANDLER, 214 E. Orange St., Shippensburg, Pa., sells orig. 35mm Kodachrome slides of diesels and elecs. of PRR, WM, RDG, CSS&SB, EBT, B&O; list 10¢.

AL CLEMENT, Box 128, Waterford, N.Y. 12188, buys monogrammed dining-car supplies such as ash trays, silverware, etc.

A.H. COVERDALE, 140 Hendon Drive, N.W., Calgary, Ala., Canada, wants negs. and slides of Algoma Central and ONT.

JEFF DAMERST, Box 246, Mansfield, Pa. 16933, buys switchmen's lanterns, markers, esp. Northeastern rrs.

VINCE DE SANTIS, 196 Carbon St., Paterson, N.J. 07522, buys info., maps, pix, negs., and tickets of NYS&W, esp. Hanford branch.

H.W. EWART, 1946 E. Clay St., Decatur, Ill. 62521, trades switch keys.

JIM FRASER, 661 Glen Rd., Danville, Calif. 94526, trades 1963 and later Official Guides. Wants earlier Guides and Midwest emp. tts. and tts.

ED FULCOMER, Box 1004, Canon City, Colo. 81212, buys, sells, or trades slides and negs. of diesels on UP, D&RGW, CB&Q, MP, Santa Fe, and CRI&P.

TED GAY, 6 Northview Dr., Morris Plains, N.J., has very large number of orig. 35mm steam and diesel slides and negs. for sale. (SSE)

AL GILCHER, 17 Lochland Rd., Valhalla, N.Y. 10595, trades or sells transfers.

GARY GRAEL, 1452 Leland Ave., New York, N.Y. 10460, sells 3½x5 color pix of PTC, PST, PSNJ, MTA, MBTA, Pitts. Rys., TARS, SHRT, TTC, etc.; list free.

BRYAN GRIEBENOW, 11320 Bayla St., Norwalk, Calif. 90650, wants negs., slides, and pix of diesels on Pickering Lmbr., Long-Bell Lmbr., Hammond, Calif. Redwood, and C. D. Johnson Lmbr.

W.A. GRIMM, 204 Gregory Ave., West Orange, N.J. 07052, will buy PRR Juniata K4 or E6 builder's plate or will trade N&W Y6b brass plate for one.

LAZEAR ISRAEL, 936 S. Genesee Ave., Los Angeles, Calif. 90036, will buy or trade Interurban Spls. for CERA Bulletins 97, 99-101, and 104.

FLOYD KEYS, 873 E. Confederate Ave. S.E., Atlanta, Ga. 30316, wants Hargrave's book "A Pioneer Indiana RR."

BASIL KOOB, Box 279, Fort Dodge, Iowa 50501, sells steam negs. of IC, C&NW, CGW, CMSP&P, and NP, and elec. negs. of FDDM&S, WCF&N, and CCW.

JOHN LAWRENCE, 9306 Farley Lane, Shawnee Mission, Kan. 66212, buys info. and pix of Humeston & Shenandoah.

ROSS MOORHEAD, Rte. 1, Whitefish, Mont. 59937, will sell emp. tts., rule books, safety badges, and copy of Harry Bedwell's book, "The Boomer" (SSE)

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia ,Pa. 19143 will trade Farrington's rr. books for switch keys.

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla. 33441, will sell 40 Baldwin Mags., 1936-'51, good cond. (SSE)

AL PARSONS, 3237 Voigt Drive, Indianapolis, Ind. 46224, wants info., pix, slides of NC&SL "City of Memphis," steam or diesel.

FRANK REILLY, 306 Front St., Dunellen, N.J. 08812, sells steam, diesel, elec. negs. and color slides.

PETE SAWATZKY, 2388 Glenview Dr., North Kamloops, B.C., Canada, sells or trades 35mm. color slides, CP, CN, scenic, wrecks; also rr. picture postcards.

J.W. SHAFER, 4359 Lafayette Rd., Evansdale, Iowa 50707, buys pix, postcards, and other railroadiana.

J.F. SMITH, 17638 Roosevelt St., Homewood, Ill., will sell 1943 Car Bldrs. Cyclo., also 15x38 4-6-2 tracing, and 13x17 pix P&R 2-8-0C 82. Make offers.

DAVE STAMBAUGH, 785 Thayer Lane, Port Hueneme, Calif. 93041, sells '45 Ventura County Ry. rule books.

AL STARK, 405 Adams, West Quad., Ann Arbor, Mich. 48104, buys or trades for emp. tts., esp. GM&O, SLSW, SP, and WAB. Wants Detroit trolleyana.

Mrs. DOROTHY STEVENS (engineer's widow), West Newbury, Vt. 05085, will sell BofF&E publication Enginemen's Press, 1928-'60, also emp. timecards from 1928 to 1960.

JOHN TAIBI, 210 Claywood Drive, Brentwood, N.Y. 11717, buys pix and other railroadiana of NYO&W.

JIM TRAPP, Box 117, Galien, Mich. 49113, wants pix and info. on NYC in Niles, Mich., in steam era.

C.M. TREADWAY, 525 Cantrill St., Irvine, Ky. 40336, sells railroadiana. List and emp. tt., $1.

JOHN WALSH, 714 Arctic Ave., North Cape May, N.J. 08204, buys trolley pix.

PHIL BERGEN, 1613 T-6, University of Mass., Amherst, Mass. 01002, wants Golden West Books trolley calendar, also any trolley pix in Boston area.

TOM CHAMBERLAIN, 323 Chemung St., Sayre, Pa. 18840, buys, sells, trades passes, tts, etc.; 17-page list 10¢. Esp. wants northeast Pa. items.

J.B. CHAMBERS, Sr., 126 Forest St., Reading, Mass. 01867, buys or swaps 8mm. rr. movies (SSE)

K.V. DETHMAN, Box 1301, Portland, Ore. 47207, wants history of Baldwin serial No. 60256, class 16, 3456-1, 41D52, road No. 14, extra order, built 1927.

ALDEN DREYER, County Rd., Deerfield, Mass. 01342, will sell 70 issues Railroad Magazine, Aug. '55-Dec. '65 complete; Sept., Nov., Dec. '65; Jan., April '66; the lot postpaid $30.

RALPH FORTY, SK1, USS Cleveland (LPD-7), c/o FPO San Francisco 96601, swaps 8mm. color films of New Orleans and some foreign for Toronto or foreign only.

WM. GORDON. (Can't read entry; try again.)

DAVE HAMLEY, 2023 Delaware Ave., Swissvale, Pa. 15218, wants diesel bldr. plates, esp. early or rare types like AGEIR, Midwest, GE-IR; buy or trade; answers all mail.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, swaps or sells on approval orig. 35mm. Kodachrome diesel slides in his area; no list. General collectors only, please.

RICH HUTCHINGS, 20435 Steel Ave., Detroit, Mich. 48235, sells GTW steam photos, 3½x6 to 11x14; also CN 6218 color and b&w pix of Michigan fantrip Oct. '66. (SSE)

G.V. JAMES, 2235 35th Ave., San Francisco, Calif. 94116, wants 8mm. traction movies, old CERA Bulls., negs. of C&LE 119; buy or trade traction pix and models.

JOHN JERRARD, 1016 S. Clinton St., Oak Park, Ill. 60603, will trade or buy stock certifs. of defunct rrs.

ROBT. JOHNSON, Rte. 1, Box 265-A, Rossville, Ga. 30741, wants b&w pix, negs., catalogs, anything else pertaining to geared locos (Shays, etc.).

BOB JONES, 131 Kendall Way, Covina, Calif. 91722, has 5⅜" clear and 3¼" colored globes to swap; make offer. Complete trade list available.

NORMAN KRENTEL, 2437 W. 65th St., Chicago, Ill. 60629, buys tts., pix, other railroadiana, of Chi. & Ill. Valley RR.

R.R. MAGUIRE, 11 Baker Rd., Reading, Mass. 01867, will sell for best offer Railroad Magazine, excel. cond., 1958, 1961-'66.

ROBT. MARTIN, 104 Kring St., Johnstown, Pa. 15904, wants Pennsy Eastern Region emp. tts.; buy or trade for those of Central or Western Region.

R.J. MEIGS, 251 E. 71st St., New York, N.Y. 10021, will sell rr. pass collection back to 1886; also canceled and uncanceled tickets of N.E. rrs. to 1883. (SSE)

ROY MILLER, 1915 W. Callender St., Peoria, Ill., has '54 Ill., Term., North Shore tts. like new; also 1935-'38 and '54 tts. (SSE)

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, wil buy steam loco whistle.

BRUCE NOTMAN, 76 Russell St., Marinette, Wis., will buy color slides (on approval) of Soo Line diesels, esp. switchers, west of Minneapolis. (SSE)

ROBT. PADGET, Chenango Lake Rd., Norwich, N.Y. 13815, will sell Railroad Magazine and Trains, 1940-'65. (SSE)

WM. RADCLIFFE, Jr., 4 Valley St., Webster, Mass., has orig. 35mm. color slides of New Haven, ACL, Edavile, Steamtown, etc., to swap for other orig. steam or diesel.

MERLE RICE, 912 Ridgewood St., Fort Wayne, Ind. 46805, has dupl. slides, HO models, back issues of Railroad Magazine, MR, RMC, to swap for other models, CERA Bull. 101, 8mm. projector. (SSE)

DICK RUMBOLZ, 3134 S. 29th St., Lincoln, Neb. 68502, sells 5x7 elec. pix of Iowa, Mo., Neb., 4 for $1. List and sample print 50¢.

RICK SEFERIAN, 288 W. 92nd St., New York, N.Y. 10025, seeks material on Aurora, Elgin & Fox River trolley line.

AL SHADE, 9831 Aldridge Dr., Columbus Station, Ohio 44028, sells traction pix and b&w slides Akron, Beford, Cleveland, CA&E. List and sample 25¢.

JOE SLEPIAN, 7401 Ridge Blvd., Brooklyn, N.Y. 11209, will buy loc marker lights and tail-end lights for caboose or pass. car.

HUGH STEPHENS, 178 Roseland Ave., Caldwell, N.J. 07006, wants to hear from persons desiring to help operate or invest in northern N.J. shortline. (SSE)

AL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, disposing of collection of about 4,000 steam-pix, all sizes, 35 rrs., incl. Imbr., indust., shortlines, U.S. and Canada. No list. State your interests. (SSE)

C.T. STONER, Box 352, Dexter, Mich. 48130, will sell Off. Guides, 1953-'57, $3 ea. postpaid in U.S.

TERRY STUART, 272 Buckeye Dr., Berea, Ohio 44017, sells PRR photos, mostly diesel; some other rrs. (SSE)

ELIJAH SUTHERLIN, 414 Airport Dr., Danville, Va., seeks The Railroad Telegrapher, 1917-'25.

Model Trading Post

W.A. GRIMM, 204 Gregory Ave., West Orange, N.J. 07052, will sell Lionel std.-gage 1911 Special and 1924 Lionel catalog. Make offer.

R.E. JAMES-ROBERTSON, White Bungalow, 8 Whittington Rd., Worcester, England, has British Rys. tts., some NYNH&H emp. tts. 50 years old, to swap for HO; write first.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, will trade C&NW and M&SL collection for AF President's Spl. and AF catalogs.

GORDON MILLS, 1159 Loma Sola Ave., Upland, Calif. 91786, will sell HO unsprung frt. and pass. trucks, 2 car kits, various car sides. (SSE)

RICK SEFERIAN, 288 W. 92nd St., New York, N.Y. 10025, will buy rapid transit and trolley models painted in livery of operating Authority.

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel 636, 6464-650. ●

Pen Pals Wanted

Sandra Park, (19), 926 McFerrin Ave., Nashville, Tennessee.

Donald D. Dolan, (19), 4816 N. Concord Ave., Portland, Oregon.

Thomas Tanoski, (28), 420 Royal Rd., Portage la Prairie, Man., Canada.

Paula Wright (14), Rte. 9, Box 450, Jacksonville, Florida.

Lester J. Smith (66), 4331 Ithaca Street, Elmhurst, N.Y.

Ted Burger (18), 335 Church Street, Chippewa, Ont., Canada.

Judy Simpson (18), 348 Case Avenue, St. Paul, Minnesota.

Paula Wright, (14), Rte. 9, Jacksonville, Florida.

Vera Dikstall, Box 303, Parker, S.D., seeks state handkerchiefs, state capitol pictures, and postcards.

Mrs. Gary Beck, 1523 9th Street, South, Nampa, Idaho 83651.

Donna Dryer, (17), 4021 Park Avenue, Kansas City, Missouri 64100.

Phyllis Nichols, (18), and brother Charles, (14), 702 Brown St., Raceland, Ky.

Josephine Ann Masier, Grahn, Kentucky 41142.

Janice Jones, (17), Box 59, Dinsmore, Florida 32029.

Berniece Pfeifer, (16), Rte. 1, Mt. Calvary, Wisconsin.

Clarice Coker, (16), Rte. 1, Mt. Calvary, Wisconsin.

Anna Ray Heinerman, Rte. 1, Eden, Wisconsin 53019.

Patrick O'Driscoll, 97 Mt. Prospect Ave., Clontarf, Dublin 3, Ireland.

Carol Sabel, Rte. 1, Mt. Calvary, Wisconsin.

Sue Macuba, 4165 W. 25th Place, Chicago, Illinois. ●

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement, carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors

Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

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